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# TWENTY-SECOND ANNUAL REPORT

OF THE

# RAILROAD COMMISSION

OF THE

# STATE OF FLORIDA

FOR THE YEAR ENDING FEBRUARY 28, 1919



T. J. APPLEYARD, PRINTER,  
TALLAHASSEE, FLA.



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## COMMISSIONERS.

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GEO. G. MCWHORTER, <i>Chairman</i> , Commissioner;	}	Aug. 17,
E. J. VANN, Commissioner;		1887, to
WILLIAM HIMES, Commissioner;		June 13,
JOHN G. WARD, <i>Secretary</i> .		1891.

(Commission was abolished by Act of Legislature, 1891;  
was re-created by Act of Legislature, 1897.)

R. H. M. DAVIDSON, <i>Chairman</i> , Commissioner;	}	July 1,
HENRY E. DAY, Commissioner;		1897, to
JOHN M. BRYAN, Commissioner;		Jan. 3,
J. L. NEELEY, Jr., <i>Secretary</i> .		1899.

HENRY E. DAY, <i>Chairman</i> , Commissioner;	}	Jan. 3,
JOHN M. BRYAN, Commissioner;		1899, to
JOHN L. MORGAN, Commissioner;		Jan. 8,
JOHN L. NEELEY, <i>Secretary</i> .		1901.

HENRY E. DAY, <i>Chairman</i> , Commissioner;	}	
(Henry E. Day resigned October 1, 1902, and was succeeded by R. Hudson Burr. At the same time John L. Morgan was elected Chair- man for the rest of the term.)		Jan. 8,
JOHN M. BRYAN, Commissioner;		1901, to
JOHN L. MORGAN, Commissioner;		Jan. 6,
JOHN L. NEELEY, <i>Secretary</i> .		1903.

(John L. Neeley resigned October 1, 1901, and  
Royal C. Dunn was elected as his successor.)

JEFFERSON B. BROWNE, <i>Chairman</i> , Commissioner;	}	Jan. 6,
R. HUDSON BURR, Commissioner;		1903, to
JOHN L. MORGAN, Commissioner;		Jan. 3,
ROYAL C. DUNN, <i>Secretary</i> .		1905.

JEFFERSON B. BROWNE, <i>Chairman</i> , Commissioner;	}	Jan. 3,
R. HUDSON BURR, Commissioner;		1905, to
JOHN L. MORGAN, Commissioner;		Jan. 8,
ROYAL C. DUNN, <i>Secretary</i> .		1907.

R. HUDSON BURR, <i>Chairman</i> , Commissioner;	} Jan. 8. 1907, to Jan. 4, 1909.
JOHN L. MORGAN, Commissioner;	
NEWTON A. BLITCH, Commissioner;	
ROYAL C. DUNN, <i>Secretary</i> .	

R. HUDSON BURR, <i>Chairman</i> , Commissioner;	} Jan. 4. 1909, to Jan. 3, 1911.
NEWTON A. BLITCH, Commissioner;	
ROYAL C. DUNN, Commissioner;	
S. E. COBB, <i>Secretary</i> .	
(S. E. Cobb resigned September 5, 1909, and J. Will Yon was elected as his successor.)	

R. HUDSON BURR, <i>Chairman</i> , Commissioner;	} Jan. 3, 1911, to Jan. 7, 1913.
NEWTON A. BLITCH, Commissioner;	
ROYAL C. DUNN, Commissioner;	
J. WILL YON, <i>Secretary</i> .	

R. HUDSON BURR, <i>Chairman</i> , Commissioner;	} Jan. 7, 1913, to Jan. 5, 1915.
NEWTON A. BLITCH, Commissioner;	
ROYAL C. DUNN, Commissioner;	
J. WILL YON, <i>Secretary</i> .	

R. HUDSON BURR, <i>Chairman</i> , Commissioner	} Jan. 5, 1915, to Jan. 2, 1917.
NEWTON A. BLITCH, Commissioner;	
ROYAL C. DUNN, Commissioner;	
J. WILL YON, <i>Secretary</i> .	

(J. Will Yon resigned August 1, 1917, and  
Lewis G. Thompson was elected as his succe-  
sor.

R. HUDSON BURR, <i>Chairman</i> , Commissioner	} Jan. 2, 1917, to Jan. 7, 1919.
NEWTON A. BLITCH, Commissioner;	
ROYAL C. DUNN, Commissioner;	
LEWIS G. THOMPSON, <i>Secretary</i> .	

# Report of RAILROAD COMMISSION State of Florida

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Tallahassee, Fla., March 1, 1919.  
*To His Excellency, Sidney J. Catts,*  
*Governor of Florida.*

Sir:—In accordance with the law, the Railroad Commissioners herewith submit to you their twenty-second annual report for the period beginning March 1, 1918, and ending February 28, 1919.

## GOVERNMENT OPERATION OF RAILROADS.

In our 21st Annual Report, under the above heading, we gave a brief history of the effect of Government operation of railroads as such operation had shaped itself up to that time. Since that time many things have happened. The dictatorial policy of the Federal Administration has been fully revealed, and the assumption of unwarranted authority has grown by leaps and bounds. The European war has come to a practical close by the signing of the armistice on November 11th, removing the argument that anything that the Director General of Railroads saw fit to do must be submitted to as a war necessity, and yet the autocratic assumption of authority by the Director General has not lessened in any particular, in fact, if anything it has grown worse.

On January 3d, the Committee on Interstate Commerce of the United States Senate began hearings with refer-

ence to legislation looking to the final settlement of the transportation problem. There has been submitted to this Committee three leading propositions, viz.:

1. The extension of the present system of Government control for a period of five years, in order that such control may be given a try-out to determine whether it is a success or not. This was proposed by former Director General McAdoo, and is concurred in by his successor, Mr. Walker D. Hines.

2. Federal incorporation, leaving to the States all police powers except over rates and capitalization. This is favored by the Railroad Executives.

3. The plan of the Interstate Commerce Commission favors the retention of the police powers in the States except as to securities, and a plan of practical co-operation as to rates.

The ideas of this Commission as to what would be the proper settlement of the question, as well as the ideas of the other Railroad and Public Utilities Commissions will be found in the testimony of Hon. Chas. E. Elmquist, quoted at the conclusion of this article.

On January 31st, Chairman Burr, of this Commission, acting for the Commission and in behalf of the shippers of this State appeared before the Senate Committee on Interstate Commerce and testified in part as follows:

#### GENERAL ORDER NO. 28 OF THE DIRECTOR GENERAL.

"The Director General of Railroads issued, effective June 25, 1918, his now well known Order No. 28. This Order purported to bring about a general advance on freight traffic of approximately 25%. An inspection of the Order, however, disclosed the fact that it was its purpose to cancel intrastate rates and classifications, substituting in lieu therefor the then existing interstate rates and classifications, and to such interstate rates the



25% was to be added. The result would have been to have brought about increases in State rates all the way from 25% to 650%. In addition to this, minimum charges were advanced considerably in excess of 25% on less than carload shipments, and from 25% to several hundred per cent on a number of carload commodities. Railroad Commissioners from thirty one States met in Washington early in June, 1918, for the purpose of entering a vigorous protest to the Director General against proposed Order No. 28. The Director General was at White Sulphur Springs, Va., at which point by agreement the Commissioners met him and had a three hour conference on the subject. The result of this conference was the modification of Order No. 28, so that in general the existing State classifications and rates would be retained and the 25% advance applied thereto. It also resulted in having the \$15.00 carload minimum charge rule modified so as to exclude brick, cement, coal, coke, logs, ore, sand, gravel and stone. A short time thereafter the Florida Commissioners succeeded in having fuel wood relieved of the \$15.00 minimum charge.

If Order No. 28 had gone into effect as proposed by the Railroad Administration thousands of business concerns in this country would have been absolutely ruined, and the general effect would have been extremely depressing on all transportation.

At this time the \$15.00 minimum charge had not been removed from Citrus Fruits to packing points and the return of the empty carriers. It was understood that this matter was being considered, and would be decided later. It was also understood with representatives of the Administration that the only question with reference to these citrus fruit rates was the minimum charge; that the former rates would remain in effect with an addition of 25%. Nothing having been done until practically the opening of the citrus fruit season this Commission began to handle vigorously with Administration officials. Much

to our surprise we found that tariffs had been issued on one day's notice, eliminating the minimum charge, but advancing the rates in excess of 25% and restricting the back haul privilege which had been in force under the previous rates. We have been handling since the 23d of October with the Division of Public Service in an effort to have reparation made on those shipments that moved before the \$15.00 minimum charge was removed, and to have the rates themselves adjusted on the basis of our agreement, with reparation on all shipments that had moved previously. In their last communication the Division of Public Service takes the position that the rates now in force are reasonable rates, which is not the question at all. The question as we see it is whether or not the Administration is going to live up to its agreement with reference to these rates. The rates were raised without any notice to this Commission, and on one day's notice to the shippers in general, and in the face of our understanding and agreement that they would only be raised 25%. The attitude now seems to be one of backing and filling, and an effort to inject an issue that does not exist in the question.

## RATES.

### ARBITRARY RATE ADVANCES.

The Railroad Administration has arbitrarily advanced rates without regard to the effect of such advances. For instance, in June, 1918, the Federal Fuel Administrator was urging the people of Florida to conserve coal by the use of wood, which is rather plentiful in this State. General Order No. 28, effective June 25th, 1918, advanced the minimum charge on wood to a figure that would have made the use of that commodity for fuel impossible. After members of this Commission had appealed direct to the Director General and his associates, this Or-

der was fortunately modified so as to eliminate wood from its provisions. The whole trouble was caused by the fact that this matter was being handled by officials who were not at all familiar with conditions in this State.

#### PRACTICES.

Under Government operation the rule is that complaints with reference to rates must be taken up first with the local committees, which refer the matter to the regional committee, from where it is forwarded to the head authorities in Washington. Under private operation these matters can be handled direct with those who have power to act, and much loss of time eliminated.

#### PROPOSITION TO ABOLISH DIFFERENTIALS.

In April, 1918, the Director General proposed the withdrawal of all differential rates via rail and water routes, and generally placing the rail and water routes on an all-rail basis. If this proposition had been carried out the result would have been disastrous. To Florida points generally through Jacksonville total increase since 15 per cent case would have ranged up to thirty-six cents, and to Tampa fifty-eight cents per hundred pounds, first class, other classes and commodities in proportion, comparing with Atlanta and Southeastern territory twelve cents, Central Freight Association territory ten cents. I personally appeared before the Director of Traffic in opposition to the proposed change, and after the matter had been gone into Director Chambers stated to me in effect that he did not wonder that we had come to protest; that the matter had been proposed by "the Boys," and without his knowledge. It is my opinion that many things have been done by "the Boys" without the knowledge of those higher up, and in many instances they have gotten away with it. This is but another

instance of drastic action being proposed by officials who did not take into consideration, did not know, or did not care what the effect would be in certain territories.

#### MINIMUM CHARGE ON ICE, L. C. L.

General Order No. 28 of the Director General provided for a minimum scale of class rates, and a minimum charge of 50c for small shipments. This fell with particular force on less than carload shipments of ice in Florida. This State has the longest coast line of any State in the Union, and small fishing camps are maintained at all accessible points on the coast. These fish dealers are constant users of ice in small quantities. This ice has to be shipped from interior points 20 to 40 miles from the coast. This rule, instead of increasing our old rate 25 per cent, which was the purport of General Order No. 28, increased our old rates in excess of 25 per cent for all distances up to 130 miles. We have been handling this matter with Director Prouty, of the Railroad Administration, in an endeavor to have Order 28 modified as it applies to small shipments of ice. We are advised by Mr. Prouty, under date of Dec. 21st, as follows:

"You will appreciate that the same minimum charge applies to shipments made between points in Florida as applied to all shipments on all lines under Federal control elsewhere, and that whatever action may be taken with respect to those shipments that move between points in Florida must necessarily be taken as to the other shipments."

If this is to be taken as representing the views of the Railroad Administration, it is evident that a yardstick is to be applied to this continent with respect to rates, and if one system is in vogue in the State of Washington, the same must obtain in the State of Florida



or the State of Maine, regardless of how much dissimilarity there may be in local conditions. We do not believe that this is a sound theory, or that it can be worked out in actual practice without injustice. Rates have never been made in this country without regard to local conditions.

#### MINIMUM CHARGE ON FERTILIZER, L. C. L.

Freight rates have been so confused under General Order No. 28 and the subsequent amendment thereto that in numbers of cases the traffic officials of the Administration do not know what the correct rates are. On less than carload shipments of Fertilizer the carriers understood Order No. 28 to provide for a minimum charge of \$2.60 per ton. This resulted in advance of from 85% to 116% on short hauls, the percentage of advance decreasing as the distance increased. The result was that a jobbing center with a haul of 189 miles could go into the territory of another jobbing center on an increase of 26.1%, while the latter jobbing center was forced to go into its own local territory, with a haul of 20 miles, on an increase of 116.7%. After considerable correspondence the District Freight Committee had to admit that the original interpretation of Order No. 28 was in error, and that the advance on Fertilizer, less than carload, should have been only a flat increase of 25%. In the meantime thousands of shipments had moved bearing excessive overcharges, and the period of Government operation will be only a dim and distant memory in the minds of men when these overcharges are all refunded to the shippers, if in fact, they are ever refunded. We do not know of any case in which the Railroad Administration has made reparation in matters of this kind, although they have repeatedly been importuned to do so.

## EFFECT OF GOVERNMENT OPERATION ON EMPLOYEES.

It has been the observation of my commission that Government operation has brought about a lack of efficiency on the part of employees. In my opinion this was largely due to the idea that as a fixed return was guaranteed to the carriers, and as they had been merged into one system, personal incentive to improve the service and attract business had been removed. There is lacking that friendly rivalry which is the mainspring of business activity, and the surest guarantee of polite and efficient service. When a shipper has a complaint, he fails in many instances to get the sympathetic hearing and active assistance that had been the rule under individual competitive management, and is unfortunately too often met with the attitude that says plainer than words, "well, what are you going to do about it?" One great contributing cause of this, in addition to that outlined above has been the fact that the actual seat of final power was so far removed from the scene of operation.

An Army second to none was built up in a short time, with a morale that had no equal; in a shorter time another army, that of transportation, has had its morale so severely shaken that the traveling public of today notes, with adverse criticism, the changed product under Federal control. Until the armistice was signed the fighting army "over there" and in preparation here, recognized the sense of their responsibility. With the signing of the armistice they had accomplished their mission and asked to be relieved so as to take up civil life and regain what they had lost in position and money. When the Federal Government took control of the railroads the armistice of efficient service was signed and there was no further incentive. Division Superintendents have become clerks to the Regional Director, who in turn receives his instructions from Washington. The individuality of the road is gone, competition strangled and the personal

equation lost. His road is no longer a personal pride, to be striven for so that the record of efficiency may be the highest. It is engulfed in a questionable experiment that the Director General admits must have five years in which to prove its right to exist, and cannot then promise a successful culmination. He further admits that unless this time is granted the morale will suffer. He is wrong in the word "unless." It has suffered, and it now remains to be seen to what extent it will finally drop. The men are not at fault; they are the same men, with the same capabilities and the same capacity for work under a system that means something, and under which they have been a party to real accomplishment, but they are also human and are willing to let the other fellow demonstrate that what he proposes is better than what he knows, or thinks, is right, and in the meantime the public suffers under inadequate service, inattention, and last but not least, increased rates which add to his already heavy burdens. And all this that the theorist may experiment.

#### PASSENGER DEPARTMENT.

##### OPPOSITION TO USE OF MILEAGE BOOKS.

There has sprung up among some ticket agents a decided opposition to the use of mileage books on the part of the public, because of the added trouble of handling them instead of the cash. The situation was the reverse under the old regime of private management, when ticket agents solicited the sale of mileage books instead of trying to discountenance them. The attitude to mileage books on the part of ticket agents exists in spite of the placards displayed in the ticket offices signed by the Director General advising the public to buy these books. We have heard of one case where a ticket agent told a passenger who presented a mileage book at the

ticket window that these books were a nuisance, and that it was his purpose to try and have him get left for having presented one to be pulled.

#### TICKET SELLING AT LARGE OFFICES.

At ticket offices at central points it appears that instead of retaining ticket sellers familiar with the lines over which they were to sell passage, employees were so changed around that the average ticket seller is not familiar with the territory he was handling, which results in delay and confusion. My experience has been that it is less easy to purchase tickets at the larger points than it was before Government operation.

#### PAYMENT OF CLAIMS.

Federal operation appears to have killed the incentive for the prompt handling of loss and damage claims. From the record accumulating in our office it is apparent that very little attention is being paid to the prompt handling of claims. Under private operation and competitive conditions carriers well know the value of the prompt handling of claims. The value of such action has been removed by the consolidation of roads and Government operation.

#### SHIPPERS' PRIVILEGES RESTRICTED.

Government operation has meant a restriction of the privileges of the shippers. As examples, I refer to

Present re-consignment and diversion rules.

The sailing day plan.

The restriction of Storage Rules.



## CONSOLIDATED CLASSIFICATION.

The Director General has proposed a consolidated freight classification, to be applied to both interstate and intrastate traffic. This classification is uniform as to descriptions, packing requirements, carload minima and rules, against which there is no objection. It goes further, however, and attempts to unify ratings to a large extent. A uniform classification as to descriptions, packing requirements, carload minima and rules may be practicable, but a uniform classification with reference to ratings is not in our opinion practicable or desirable.

## UNIFORM SCALES OF MILEAGE RATES.

The Director General has proposed for adoption scales of uniform mileage class rates, to be applied to large territories, those for southeastern territory to be applied to that section lying east of the Mississippi and south of the Ohio and Potomac rivers. Uniform mileage scales as a theory are attractive, but in order to have uniform mileage scales without doing injustice to some sections there must be uniformity of conditions. To argue that conditions in the scope of country outlined are or ever can be uniform as to density of population, density of traffic or operating conditions would be ridiculous. The adoption of the programme of the Railroad Administration with reference to classification and mileage rates would increase transportation charges on the bulk of our traffic more than 100% in addition to the 25% advance that it is now bearing.

The Director General has submitted two of these scales to be considered, one to be applied in connection with the Western Classification, and one to be applied in connection with the Southern Classification. The figures of both of these scales are somewhat less than our

present scales increased by 25%. The application of either of the scales, however, in connection with either the Western or Southern Classification would increase our freight rates as above stated. Southern Classification carries no ratings beyond Class D, and Western Classification carries no ratings beyond Class E, which class has been substituted in lieu of Class 6, which has been dropped entirely. The Class E rating is quite low, and no objection could be raised to the elimination of the sixth class rating if all items formerly carried under sixth class in the Florida Classification had been carried forward to the Class E rating in the Western Classification. This has not been done by any means; in fact, it has not even been apparently attempted.

Florida Classification, which it is proposed to cancel by the new issues, carries classes 1 to 6 and A to E, and in addition carries the following lettered classes: H F K L M N O P and R. These last named classes carry the bulk of our heavy traffic. The result of the adoption of either of the proposed classifications or mileage scales would be to throw all of the items now carried in our lettered classes H to R back into the higher classes 1 to 6 and A to E. The traffic of this country cannot stand such radical advances in transportation charges.

#### FAILURE TO FURNISH NOTICE OF PROPOSED CHANGES.

A short while after Government operation began we began to notice that the Railroad Administration was issuing Freight Rate Authorities authorizing the carriers to make advances in rates and changes in practices without giving the Railroad Commission any notice of such advances or changes. The result was that this Commission, which is charged with the duty of looking after State rates and practices, was absolutely at sea as to many matters that vitally affected the shippers of our State. We took the matter up with Judge Prouty, of the

Division of Public Service, calling his attention to the public utterances of the Director General expressing his desire for the fullest co-operation between the Railroad Administration and the State Commissions. The Administration declined point blank to furnish us with these Freight Rate Authorities, and we have had rates and practices put into effect without any inference that they had ever been considered. The ideas of the Director General with reference to co-operation, as expressed through the officials of the Railroad Administration do not coincide with our views as to the meaning of that word. What co-operation there has been has been one-sided, and has all been on the part of the State Commissions. This was accepted as long as the war was actually on, for the State Commissions preferred for the time being to waive some of their constitutional rights rather than do anything that could be construed as placing obstacles in the way of the Government in the winning of the war. The war is now over, but there has apparently been no change in the attitude of the Railroad Administration with reference to this matter.

I wish to call attention of the Committee to the fact that the Railroad Administration has not ceased its activities in the direction of arbitrarily advancing transportation charges.

They have just issued a tariff more than two inches in thickness, which is known as Perishable Tariff No. 1, and which proposes to advance carload refrigeration rates on fruit and vegetable perishables all over the United States; proposing to put these rates in effect out of the State of Florida at once, although admitting that they would not become effective in some parts of the United States for possibly ten months or more, which is for the purpose of immediately obtaining for the Armour Car Line advanced rates on the remaining portion of the Florida orange crop, and to get in at the beginning of the movement of the vegetable crop from this State.

I have been trying to persuade the Railroad Administration the past week in Washington to grant the people of my State a full and ample hearing on this tariff before undertaking to put it in effect, and that the Armour Car Line representatives be required to be present at such hearing. So far I have been unable to get them to consent to this reasonable request. They have agreed to wait on us for one week that some of our people may come here to talk the matter over, but notified me that they need not come at all, unless they came with substantial reasons showing that the rates proposed are unreasonable and unjust; that such showing as the shippers had put in my hands would not suffice.

Now, Mr. Chairman, the Armour Car Lines have not been taken over by the Federal Government, and we ask that a halt be called on the Railroad Administration's further disturbing the business of this country until the Congress of the United States decides by suitable legislation what the future conduct and regulation of our railways will be.

The putting in of this proposed refrigeration tariff will impose an additional burden upon a single industry in my State of \$400,000.00 per annum.

None of this additional revenue would go to the Government, as the Armour Car Lines have not been taken over by the Railroad Administration."

After Mr. Burr made this statement to the Committee, the Railroad Administration agreed to hold a hearing in Jacksonville on the application of the Fruit Growers Express (Armour Car Lines) for these increases in refrigeration rates from Florida, before the rates were made effective, at which hearing all parties interested would be present, and those who desired, would be fully heard. An early date was agreed to for this hearing. In the meantime, the Railroad Administration decided to hold a general hearing on Perishable Tariff No. 1, which included the increases asked for by the special application of the



Armour Car Lines, and for that reason did not set a date for hearing in Jacksonville, Florida, on the special application of the Armour Car Lines for the increases in refrigeration rates from this State.

The Railroad Administration begun the hearing on Perishable Tariff No. 1, Monday, February 24th, in Washington, and the hearing continued throughout the week. At the opening, the representative of the Railroad Administration announced that it should be considered as an informal conference between the Railroad Administration and those representing shippers. The Administration did not propose to make a record of the proceedings, but those representing the shippers insisted that a record be made, and employed a reporting firm to report the proceedings, which forced the hand of the Administration, who finally agreed to have the matter reported. The entire week was consumed in hearing testimony on the rules carried in Perishable Tariff No. 1, and approximately twelve hundred pages of testimony was taken, at the close of which it was announced that further hearings upon the rates carried in the tariff would be held at later dates, or that it might finally be concluded to refer the whole subject matter to the Interstate Commerce Commission for hearings throughout the country, and final disposition of the matter.

Every interest affected by proposed Perishable Tariff No. 1, from all sections of the United States, had representatives in attendance upon this hearing.

At the request of the shippers of Florida affected by the proposed tariff, Chairman Burr and Dozier A. De Vane, Counsel, representing the Railroad Commission, were present for the purpose of conducting the proceedings on behalf of the Florida interests. They were accompanied by E. C. Stewart, General Manager, and E. D. Dow, Traffic Manager of the Florida Citrus Exchange; C. M. Tyler, Traffic Manager for J. C. Chase & Co., and D. C. Marlow, General Manager, Sanford Vege-

table Growers' Association and Manatee River Growers' Association. These gentlemen had authority from hundreds of shippers of Florida, to appear in their behalf. Their testimony submitted in the criticisms of the rules carried in the proposed tariff was most valuable, and these gentlemen performed a very great service to the interests in Florida affected by this tariff. The shippers of this state owe much to these gentlemen for their able and expert assistance rendered in their behalf in these proceedings.

At the further hearings upon this matter, we have the assurance that the Administration will require Refrigerator Car Lines to justify the increases in rates carried in this tariff.

In addition to the foregoing testimony, Chairman Burr submitted the following exhibits, the purpose of which is to show the effect on Florida traffic if the announced programme of the Railroad Administration with reference to rates, classifications and mileage scales is carried out.

The following exhibits were submitted to the committee as part of Chairman Burr's testimony.

EXHIBIT SHOWING EFFECT OF DIRECTOR  
GENERAL McADOO'S ORDER NO. 28.

Tallahassee, Fla., June 15, 1918.

Hon. C. A. Prouty,  
Director of Public Service and Accounting,  
United States Railroad Administration,  
Washington, D. C.

Sir: In pursuance of an understanding had with you at a conference held in Washington, Friday morning, June 7, 1918, by members of the National Association of Railroad and Public Utility Commissioners, that they

should promptly submit directly to you a detailed statement of the inequalities and injuries in their respective states consequent upon General Order No. 28 as originally promulgated by the Director General of Railroads, of date May 25, 1918, to become effective June 25, 1918. This Commission respectfully makes representations following:

1. Upon its return from the aforesaid conference this Commission immediately laid plans for a meeting with shippers, and producers from all parts of the State of Florida to be held in the City of Jacksonville, June 13, 1918, as the earliest practicable date. The impression in the minds of the people generally was that the Government contemplated a twenty-five per cent. increase in freight rates, laid evenly upon existing rate structures, with a few exceptions in the way of a flat increase of so much per one hundred pounds, and there was little disposition to demur in light of the Government's announcement that such was its peremptory need for the proper conduct of these railway properties and to cover its guarantee of earnings to their respective corporate owners.

Our preliminary investigations had indicated the points of departure and the most glaring instances of discrimination. But we could not hope to cover the whole field of shipping interests unassisted, and the meeting was called that we might enlighten the people as to the real operation of General Order No. 28 and get their views in the broadest possible way as to its specific effect upon their several industries.

2. The morning of our meeting, Thursday, June 13, brought news through the Associated Press of certain modifications of General Order No. 28 which in very large measure reduced our difficulties, but it is still thought best to submit data bearing upon the original order, and it is accordingly made a part hereof as matter of record, to sustain the administration in the justice of those modifications.

3. Objectional features remaining of General Order

No. 28 are dealt with in sections following, and we respectfully invoke your earnest pleading of our cause with the administrative authorities in respect of these, that we may enter upon the new era of increased freight rates, the largest that has ever been imposed in the history of transportation, in the knowledge that we share and share alike, cheerfully and willingly, with all other peoples and all other sections of this country, in the burden set upon us by the urgencies of the war, looking hopefully and confidently to a readjustment of the future as return to normal conditions shall warrant.

#### CARLOAD MINIMUM CHARGE OF \$15.00.

We desire to call particular attention to the importance of modifying paragraph (b) section 5 of the order as it applies to low grade commodities, particularly those embraced under Classes P. and L. and on Citrus fruits moving to packing house points in field boxes.

By reference to the table following it will be seen that under Florida intrastate rates and rules as they now stand Class P commodities could move 90 miles with the 25% added before the proposed minimum of \$15.00 would be reached. Under the minimum charge proposed the distance would be contracted to 5 miles, and would bear heavily on Crate material and Fuel Wood.

#### FUEL WOOD.

Florida is a great wood consuming State. At least 90% of our industries use wood as a fuel, and because of its low percentage of heat units, necessarily has to move on a low rate. It is essentially a short haul commodity. The application of a \$15.000 minimum will prohibit the use of wood as a fuel for industrial plants, and the result will be that thousands of cords will rot in the forests. In addition, the imposition of this minimum charge will



force our industries to the use of coal, and will increase the causes of congestion in a field that is already overcrowded.

### CRATE MATERIAL.

Florida is a great producer of perishables. Therefore the movement of crate material is universal. It is also a short haul movement as the crate factories have established themselves in or near the centers of production. The producers of perishables are less able to stand an increase of any kind than any other line of industry in Florida. In addition to paying 25% on their shipments to the markets, they will have to pay the 25% on crate material, fertilizers, and other things that enter into the production of the crops, and, unlike the merchant they are unable to pass these increases on to the consumer. A \$15.00 minimum means, in a great many instances more than a double assessment against this line of industry, and we ask your earnest consideration of our request that the minimum carload charge on Class P. commodities be allowed to remain as they now appear in the Florida Classification.

### LUMBER AND FOREST PRODUCTS.

Every manufacturing plant necessarily produces considerable quantities of low grade lumber, which on account of the value, can only be sold to nearby consuming markets and on this class of material a charge of \$15.00 would practically eliminate any movement of this class of material and same would go to the slab pits where it would be burned with other refuse material, and not only would the mills suffer serious financial loss, but all the efforts of the Government covering a period of many years for the conservation of forests, would go to naught.

Slabs and other refuse material which can only be used for fuel purposes is furnished to the nearby towns in carload lots at a very low price and a charge of \$15.00 on this class of material would absolutely prohibit the movement and that part of material not used by the mill for fuel, would go to the slab pits and be burned.

It must also be taken into consideration that practically all products of lumber manufacturing plants can be, and are loaded in any kind of cars, whether flat, gondola, stock or box and in many instances, especially in the case of short haul local movements, equipment which is too damaged to carry other commodities is utilized for the transportation of lumber and other forest products.

Furthermore, at the majority of lumber manufacturing plants the cars are handled on private sidings, constructed and maintained at the expense of the shipper and the service of switching and placing of empties and loaded cars is performed by the motive power and crew belonging to the mill and sustained at the mills expense.

The following statement indicates that the local consumer located a distance of five miles from a mill must pay the same price for his fuel or his lumber as a consumer located a distance of ninety miles. This is manifestly prejudicial and will result in undue and unjust discrimination.

We hope, therefore, that General Order No. 28 will be further modified so that not only logs will be exempt from the application of minimum charge of \$15.00 per car, but that lumber and all other forest products will also be exempt.

## CLASS "L"

Miles	Present Rate		New Rate	
	Per ton	Add 25 Per ct.	Per ton	New Rate Per car Basis 12 ton min.
10	75	15	.90	10.80
20	90	20	1.10	13.20
30	105	25	1.30	15.60

## CLASS "P"

Miles	Present Rate		New Rate per car	
	Per car	Add 25 Per ct.	without min.	
5	4.00	1.00	5.00	
10	5.00	1.50	6.50	
20	6.80	1.70	8.50	
30	7.60	1.90	9.50	
40	8.40	2.10	10.50	
50	9.20	2.30	11.50	
60	10.00	2.50	12.50	
70	10.30	2.70	13.00	
80	11.10	2.90	14.00	
90	11.90	3.10	15.00	

Low Grade Commodities on which it is urged that Florida Classification minimum charges be retained.

## CLASS P.

Barrels and Half Barrels.

Building Stone.

Building Blocks, Cement or Clay.

Lumber and articles taking same rates or arbitraries over Lumber rates; also other Forest Products, rates on which are not higher than Lumber.

Shells, Paving.

Tile.  
 Turpentine Cups, Earthen.  
 Watermelons.

#### CLASS I.

Ice.  
 Insecticides.  
 Lime.  
 Limestone, Ground.  
 Oil, Crude Fuel.  
 Plaster.

#### MINIMUM CARLOAD CHARGE ON CITRUS FRUITS TO PACKING POINTS.

Carriers in this State have in effect voluntarily made rates on citrus fruits in field boxes from the groves to packing house points throughout the State. These are practically packing in transit rates. The carload minimum is 250 boxes, and the rates will average about 3c per box. This is primarily a short haul movement to the packing point, but on the other hand it is the beginning of a long interstate haul at perishable rates. The imposition of a \$15.00 minimum on this business will in reality be laying a tax in addition to the 25% advance. We ask that the rates and minimum voluntarily established by the carriers be allowed to remain in effect, and the 25% advance be applied thereto. On account of labor conditions the growers cannot go back to the practice of packing their fruit in the groves, and just now it is more important than ever that the present arrangement be not disturbed.



ILLUSTRATION  
CITRUS FRUITS FROM GROVES TO PACKING  
POINTS.

From—

Cleveland, Fla.  
Punta Gorda, Fla.  
Zolfo, Fla.

To Arcadia, Fla.    2c per box    \$5.00  
C. L. Min. 250 boxes

From—

Oxahumpka, Fla.  
Pacula, Fla.  
Pittman, Fla.  
Mascotte, Fla.

To Eustis, Fla.    3c per box    \$7.50  
C. L. Min. 250 boxes

Proposed Carload Minimum Charge, \$15.00

STATEMENT OF EFFECT OF ORDER NO. 28 ON FLORIDA INTRASTATE TRAFFIC

ARTICLE	Miles	PRESENT		PROPOSED		25% Increase	TOTAL	Amt. of Increase	% of Increase
		Class	Rate	Class	Rate				
Agricultural Implements, C. L., N. O. S..	25	2/3-6	12	6	20	.0500	.2500	.1300	108
	50	2/3-6	13 1/2		24	.0600	.3000	.1644	118
	100	2/3-6	18 1/2		30	.0750	.3750	.1884	101
Bags, Paper, or Burlap, L. C. L.....	25	6	18	5	26	.0650	.3250	.1450	80
	50		20		30	.0750	.3750	.1750	87
	100		28		38	.0950	.4750	.1950	69
Beans, Dried, N. O. S., bbls. or sacks, L. C. L.....	25	5	20	4	30	.0750	.3750	.1750	87
	50		25		34	.0850	.4250	.1750	70
	100		34		44	.1100	.5500	.2100	62
Blinds, L. C. L.....	25	4	23	3	32	.0800	.4000	.1700	74
	50		30		38	.0950	.4750	.1750	58
	100		39		49	.1225	.6125	.2225	57
Blinds, C. L.....	25	40%-6	7.2	6	20	.0500	.2500	.1750	243
	50		8		24	.0600	.3000	.2200	275
	100		11.2		30	.0750	.3750	.2600	232
Brick, Vitrified Pressed, C. L. 30,000.....	25	P	7.60	P*	12.50	6.0000	18.5000	10.9000	143
	50		9.20		15.00	6.0000	21.0000	11.8000	128
	100		12.70		18.75	6.0000	24.7500	12.0500	95
Canned Fruits and Vegetables, in cans, boxed, L. C. L.....	25	4	23		32	.0800	.4000	.1700	74
	50		30		38	.0950	.4750	.1750	58
	100		39		49	.1225	.6125	.2225	57

\*C. L. minimum weight 24,000 pounds.

Cans, Tin, empty, L. C. L.....	25	3	28	1	40	.1000	.5000	.2200	79
	50		35		46	.1150	.5750	.2250	64
	100		40		62	.1550	.7750	.2850	58
Coffee, Green, in double bags, L. C. L....	25	6	18	5	26	.0650	.3250	.1450	80
	50		20		30	.0750	.3750	.1750	87
	100		28		38	.0950	.4750	.1950	70
Confectionery, value 6c, L. C. L.....	25	5	20	3	32	.0800	.4000	.2000	100
	50		25		38	.0950	.4750	.2250	90
	100		34		49	.1225	.6125	.2725	80
Crackers, L. C. L.....	25	5	20	4	30	.0750	.3750	.1750	87
	50		25		34	.0850	.4250	.1750	70
	100		34		44	.1100	.5500	.2100	62
Disinfectants in bulk, in barrels, L. C. L.	25	4	23	3	32	.0800	.4000	.1700	74
	50		30		38	.0950	.4750	.1750	58
	100		39		49	.1225	.6125	.2225	57
Fertilizer Materials, C. L. 30,000.....	25	75% of M	1.50	M	150	.3750	1.8750	.9750	108
	50		105		170	.4250	2.1250	1.0750	102
	100		135		200	.5000	2.5000	1.1500	85
Fish, dry salted, L. C. L.....	25	5	20	3	32	.0800	.4000	.2000	100
	50		25		38	.0950	.4750	.2250	90
	100		34		49	.1225	.6125	.2725	80
Fish, dry salted, C. L.....	25	5	20	4	30	.0750	.3750	.1750	87
	50		25		34	.0850	.4250	.1750	70
	100		34		44	.1100	.5500	.2100	62
Flour, Wheat, in burlaps, L. C. L.....	25	D	9	C	16	.0400	.2000	.1100	122
	50		11		20	.0500	.2500	.1400	127
	100		14		23	.0575	.2875	.1475	100
Fruit Jars, L. C. L.....	25	4	23	2	36	.0900	.4500	.2200	96
	50		30		42	.1050	.5250	.2250	75
	100		39		55	.1375	.6875	.2975	76

STATEMENT OF EFFECT OF ORDER NO. 28 ON FLORIDA INTRASTATE TRAFFIC

ARTICLE	Miles	PRESENT		PROPOSED		25% Increase	TOTAL	Amt. of Increase	% of Increase
		Class	Rate	Class	Rate				
Dried Apples, Peaches and Pears, L. C. L.	25	4	23	3	32	.0800	.4000	.1700	74
	50		30		38	.1450	.5250	.2250	75
	100		39		49	.1225	.6125	.2225	57
Lemons, Limes, Oranges, Grapefruit, Pineapples, per standard crate of 80 lbs.	25	G	13	2	29	.0725	.3625	.2325	179
	50		13		33	.0825	.4125	.2825	217
	100		16		44	.1100	.5500	.3900	244
	200		18		64	.1600	.8000	.6200	344
Guavas, Peaches, Persimmons, Plums, per standard crate of 50 lbs.....	25	V	10	2	18	.0450	.2250	.1250	125
	50		10		21	.0525	.2625	.1625	162
	100		10		27½	.0688	.3438	.2438	244
	200		13		40	.1000	.5000	.3700	284
Grits, in standard barrels, per bbl.....	25	F	18	D-D	26	.0650	.3250	.1450	80
	50		20		32	.0800	.4000	.2000	100
	100		26		38	.0950	.4750	.2150	83
Hay, L. C. L.....	25	B	12	5	26	.0650	.3250	.2050	171
	50		14		30	.0750	.3750	.2350	168
	100		20		38	.0950	.4750	.2750	137
Honey, in bulk, in bus., L. C. L.....	25	6	18	3	32	.0800	.4000	.2200	122
	50		20		38	.0950	.4750	.2750	137
	100		28		49	.1225	.6125	.3325	119
Honey in glass, L. C. L.....	25	3	28	1	40	.1000	.5000	.2200	79



	50		35		46	.1150	.5750	.2250	64
	100		49		62	.1550	.7750	.2850	58
H. H. Goods, value \$5.00, L. C. L.....	25	4	23	2	36	.0900	.4500	.2200	96
	50		30		42	.1050	.5250	.2250	75
	100		39		55	.1375	.6875	.2975	76
Limestone, ground, L. C. L.....	25	½-6	9	6	20	.0500	.2500	.1600	177
	100		10		24	.0600	.3000	.2000	200
	50		14		30	.0750	.3750	.2350	168
Limestone, ground, C. L. 30,000.....	25	P	7.60	L	19.50	4.8750	24.3750	16.7750	221
	100		9.20		22.50	5.6250	28.1250	18.9250	205
	50		12.70		25.50	6.3750	31.8750	19.1750	151
Live Stock, crated, L. C. L.....	25	1	32	3T-1	1.20	.3000	1.5000	1.2200	381
	50		40		1.38	.3450	1.7250	1.3250	331
	100		60		1.86	.4650	2.3250	1.7250	287
Lumber, L. C. L.....	25	½-6	9	6	20	.0500	.2500	.1600	178
	50		10		24	.0600	.3000	.2000	200
	100		14		30	.0750	.3750	.2350	168
Tobacco Screws and Fixtures, L. C. L...	25	4	23	3	32	.0800	.4000	.1700	74
	50		30		38	.0950	.4750	.1750	58
	100		39		49	.1225	.6125	.2225	57
Oatmeal, Rolled Oats or Shredded Oats, in boxes; Oatmeal, Rolled or Shredded Oats, in barrels, L. C. L.....	25	6	18	4	30	.0750	.3750	.1950	108
	50		20		34	.0850	.4250	.2250	112
	100		28		44	.1100	.5500	.2700	97
Oatmeal, Rolled or Shredded Oats, in bar- rels, L. C. L.....	25	6	18	5	26	.0650	.3250	.1450	81
	50		20		30	.0750	.3750	.1750	87
	100		28		38	.0950	.4750	.1950	70

STATEMENT OF EFFECT OF ORDER NO. 28 ON FLORIDA INTRASTATE TRAFFIC

ARTICLE	Miles	PRESENT		PROPOSED		25% Increase	TOTAL	Amt. of Increase	% of Increase
		Class	Rate	Class	Rate				
Kerosene, Gasoline, Benzine and Naphtha, in iron barrels, casks or drums, L. C. L.....	25	4	23	3	32	.0800	.4000	.1700	74
	50		30		38	.0950	.4750	.1750	58
	100		39		49	.1225	.6125	.2225	57
Same, C. L.....	25	6	18	5	26	.0650	.3250	.1450	80
	50		20		30	.0750	.3750	.1750	87
	100		28		38	.0950	.4750	.1950	70
Crude or Fuel Oil, in tank cars, per ton.	25	L	105	5	520	1.3000	6.5000	5.4500	520
	50		130		6.00	1.5000	7.5000	6.2000	477
	100		175		7.60	1.9000	9.5000	7.7500	442
Cotton Seed Oil, in barrels, L. C. L.....	25	4	23	3	32	.0800	.4000	.1700	74
	50		30		38	.0950	.4750	.1750	58
	100		39		49	.1225	.6125	.3225	83
Paper, News Print and Wrapping, L. C. L., in bundles or rolls.....	25	6	18	5	26	.0650	.3250	.1450	80
	50		20		30	.0750	.3750	.1750	87
	100		28		38	.0950	.4750	.1950	70
Phosphate Rock, C. I. per ton, 1c per ton per mile .....	25			M	1.50	.3750	1.8750	1.6250	650
	50				1.70	.4250	2.1250	1.6250	325
	100				2.00	.5000	2.5000	1.5000	150

3-R.R.	Preserves, Fruit, Butter, Jelly, L. C. L., in cans, boxed.....	25	4	23	3	32	.0800	.4000	.1700	74
		50		39		38	.0950	.4750	.1750	58
		100		30		49	.1225	.6125	.2225	57
	Same, in wood, L. C. L.....	25	3	28	2	36	.0900	.4500	.1700	61
		50		35		42	.1050	.5250	.1750	50
		100		49		55	.1375	.6875	.1975	40
	Putty, in metal cans or pails, packed, L. C. L. ....	25	5	20	4	30	.0750	.3750	.1750	87
		50		25		34	.0850	.4250	.1750	70
		100		34		44	.1100	.5500	.2100	62
	Roofing, Felt, Paper and Slate, L. C. L..	25	6	18	5	26	.0650	.3250	.1450	80
		50		20		30	.0750	.3750	.1750	87
		100		28		38	.0950	.4750	.1950	70
	Salt, Table, in sacks or barrels, L. C. L..	25	80%-6	14.4	6	20	.0500	.2500	.1060	74
		50		16		24	.0600	.3000	.1400	87
		100		22.4		30	.0750	.3750	.1510	67
	Salt, common, in sacks or barrels, L. C. L.	25	60%-6	10.8	6	20	.0500	.2500	.1420	131
		50		12		24	.0600	.3000	.1800	150
		100		16.8		30	.0750	.3750	.2070	123
	Salt, common, in sacks or barrels, C. L..	25	80%-0	11.20	0	13.20	3.3000	16.5000	5.3000	47
		50		12.80		15.60	3.9000	19.5000	6.7000	52
		100		16.80		20.40	5.1000	25.5000	8.7000	52
	Salts, Epsom, in boxes, L. C. L.....	25	4	23	1	40	1.000	.5000	.2700	117
		50		30		46	.1150	.5750	.2750	92
		100		39		62	.1550	.7750	.2850	73
	Salts, Epsom, in barrels or casks, L. C. L.	25	5	20	4	30	.0750	.3750	.1750	87
		50		25		34	.0850	.4250	.1750	70
		100		34		44	.1100	.5500	.2100	62
	Sash, glazed or unglazed, L. C. L.....	25	4	23	3	32	.0800	.4000	.1700	74
		50		30		38	.0950	.4750	.1750	58
		100		39		49	.1225	.6125	.2225	57

# STATEMENT OF EFFECT OF ORDER NO. 28 ON FLORIDA INTRASTATE TRAFFIC

ARTICLE	Miles	PRESENT		PROPOSED		25% Increase	TOTAL	Amt. of Increase	% of Increase
		Class	Rate	Class	Rate				
Seed, Cotton, L. C. L.....	25	D	9	6	20	.0500	.2500	.1600	178
	50		11		24	.0600	.3000	.1900	173
	100		14		30	.0750	.3750	.2350	168
Shingles, Wooden, L. C. L.....	25	½-6	9	6	20	.0500	.2500	.1600	178
	50		10		24	.0600	.3000	.2000	200
	100		14		30	.0750	.3750	.2350	168
Soda, Nitrate of, L. C. L.....	25	M	12.0	M Plus 20%	180	.4500	2.2500	1.0500	87
	50		14.0		204	.5100	2.5500	1.1500	82
	100		18.0		240	.6000	3.0000	1.2000	67
Soda, Ash, L. C. L.....	25	6	26	5	26	.0650	.3250	.1450	80
	50		30		30	.0750	.3750	.1750	87
	100		38		38	.0950	.4750	.1950	70
Sugar, Cane or Beet, in double bags or barrels, L. C. L.....	25	6	18	5	26	.0650	.3250	.1450	80
	50		20		30	.0750	.3750	.1750	87
	100		28		38	.0950	.4750	.1950	70
Tallow, in barrels, L. C. L.....	25	B	12	5	26	.0650	.3250	.2050	170
	50		14		30	.0750	.3750	.2350	168
	100		20		38	.0950	.4750	.2750	137
Tobacco Sweepings, in barrels or hogsheads, L. C. L.....	25	M	1.20	4	600	1.5000	7.5000	6.3000	525
	50		1.40		680	1.7000	8.5000	7.1000	507
	100		1.80		880	2.2000	11.0000	9.2000	511



Vegetables, with taps, per standard crate of 50 lbs., L. C. L.; L. C. L. Cantaloupes, per standard crate of 50 lbs:...	25 50 100 200 300 400	V	10 10 10 13 25 25	3	16 19 24½ 33 38 41½	.0400 .0475 .0612 .0825 .0950 .1038	.2000 .2375 .3062 .4125 .4750 .5188	.1000 .1375 .2062 .2825 .2250 .2688	100 137 206 217 90 107
Cucumbers, L. C. L., per standard crate of 50 lbs.....	25 50 100 200 300 400	V	10 10 10 13 25 25	2	18 21 27½ 40 46½ 50	.0450 .0522 .0688 .1000 .1162 .1250	.2250 .2622 .3438 .5000 .5812 .6250	.1250 .1622 .2438 .3700 .3312 .3750	125 162 244 285 132 150
Sweet Potatoes, Irish Potatoes, Cabbage, Squash, L. C. L.; Onions, per standard crate of 50 lbs.....	25 50 100 200 300 400	V	10 10 10 13 25 25	4	15 17 22 30 35 37½	.0375 .0425 .0550 .0750 .0875 .0938	.1875 .2125 .2750 .3750 .4375 .4688	.0875 .1125 .1750 .2450 .1875 .2188	87 112 175 188 75 87
Tomatoes and Corn, per standard crate of 50 lbs.....	25 50 100 200 300 400	V	10 10 10 13 25 25	1	20 23 31 45 52½ 57	.0500 .0575 .0775 .1125 .1312 .1425	.2500 .2875 .3875 .5625 .6562 .7125	.1500 .1875 .2875 .4325 .4062 .4625	150 187 287 332 162 185

STATEMENT OF EFFECT OF ORDER NO. 28 ON FLORIDA INTRASTATE TRAFFIC

ARTICLE	Miles	PRESENT		PROPOSED		25% Increase	TOTAL	Amt. of Increase	% of Increase
		Class	Rate	Class	Rate				
Vegetables without tops, Beans, Cauliflower, Eggplant, Lettuce, Okra, Green Peas, Peppers, Radishes, per standard crate of 50 lbs.....	25	V	10	1	20	.0500	.2500	.1500	150
	50		10		23	.0575	.2875	.1875	187
	100		10		31	.0775	.3875	.2875	287
	200		13		45	.1125	.5625	.4325	332
	300		25		52½	.1312	.6562	.4062	162
	400		25		57	.1425	.7125	.4625	185
Water, Soda, in carriers, L. C. L.....	25	5	20	4	30	.0750	.3750	.1750	87
	50		25		34	.0850	.4250	.1750	70
	100		34		44	.1100	.5500	.2100	62
Wood, Fuel, Pine and Oak, forest run 32,000 lbs. per car, 10 cords.....	25	1-10-P	7.60	P*	13.33	1.67	15.0000	7.4000	97
	50		9.20		16.00		16.0000	6.8000	74
	100		12.70		20.00		20.0000	7.3000	57
Wood, Fuel, Slabs, Gum, 39,000 lbs. per car, 10 cords.....	25		7.60	P*	16.25	4.0625	20.3125	12.7125	167
	50		9.20		19.50	4.8750	24.3750	15.1750	164
	100		12.70		24.37	6.0925	30.4625	17.7625	140

\*Per car of 24,000 lbs.

The purpose of this exhibit is to show the effect of the application of Order No. 28 to Florida traffic. It will be observed that while an increase of 25% is sought, the actual working out of the method proposed results in advances ranging from 25% to several hundred per cent. The items cited do not by any means embrace all commodities which would be affected by Order No. 28. The purpose has been to show typical commodities in the various branches of trade.

Respectfully submitted,  
R. HUDSON BURR, Chairman.  
NEWTON A. BLITCH, Commissioner.  
ROYAL C. DUNN, Commissioner.

# **BEFORE THE INTERSTATE COMMERCE COMMISSION**

Statement of Florida Railroad Commission in Opposition  
to Cancellation of Exception Sheets to Southern  
Classification No. 43.

Also Showing the Effect of Cancellation of Florida  
Classification No. 4 and Substituting Therefor  
Consolidated Classification No. 1.

Tallahassee, Fla., Sept. 19, 1918.

*To the Interstate Commerce Commission,  
Through Examiner Disque,  
Atlanta, Ga.*

*Gentlemen:*

The Florida Railroad Commission desires to register its vigorous protest to the cancellation of the Exception Sheets to Southern Classification No. 43.

It is unnecessary and unwise to take such action at this time. These exception sheets were placed in the Classification voluntarily by the carriers. The carriers were not forced to inaugurate them by any constituted legal authority, and, therefore, it must be assumed that there existed good reasons for them. There is nothing to show that conditions at this time make them any less necessary than they were when put in, and we think there are reasons why they are more necessary now than they have ever been. This country is in a state of war. Commercial and transportation conditions are extremely uncertain and unstable. Prices of commodities are changing over night, and it cannot be denied that transporta-



tion conditions are anything but normal. There is a feverish condition permeating the entire traffic situation, and under such conditions it is extremely important that the rate structure of the country be not disturbed. This is not the time to inaugurate radical changes in transportation conditions.

We realize, and the great body of shippers realizes that it is necessary for the Railroad Administration to have more money from time to time than is necessary under normal conditions; but we do not understand that Consolidated Classification was proposed as a revenue producing proposition. We have had the idea that the term uniformity meant the unification of descriptions, packing requirements and possibly rules, but we have never understood that the wildest dreams of its most ardent supporters included uniformity of ratings. Consolidated Classification No. 1, while it raises thousands of ratings, particularly in the Southeast, does not in any sense approach uniformity of ratings. Therefore we cannot escape the conclusion that under the guise of uniformity Southern Classification territory is being served a vastly difficult article.

Assuming, however, for the sake of argument that one of the purposes of this Classification is to raise revenue. Can the method used be justified. Is it reasonable that this so-called uniformity be arrived at by raising Southern Classification ratings to the level of the Official Classification, or the Western Classification, when the figures show that of these three groups the roads in Southern Classification territory were making more money, and were in a more prosperous condition than were the roads in the other two groups just prior to the period of Government operation. If the last statement is true would not the remedy lie in some other direction than the one pursued in the making of the proposed Classification.

There is no one in the State of Florida unwilling to

contribute his share of the added revenue made necessary by Government operation, but there are different ways of arriving at such a result. To illustrate: When General Order No. 28 was proposed, this Commission was advised by the Director General that the needs of the Administration had been figured out, and that it required an advance of 25% in freight rates to meet such needs. We all understood that Order 28 purported and had as its purpose an advance of approximately 25% on the freight traffic of this country. The facts are that those to whom were intrusted the working out of the details of this Order laid an advance upon the people of Florida, not of 25%, but upon an average nearer 50% and on many commodities several hundred per cent.

Now the proposition is put forth that uniformity is the thing most to be desired. Uniformity has suddenly become a name to conjure with, but Mr. Examiner, the term undoubtedly covers a multitude of sins. It requires but a glance at Consolidated Classification No. 1 to see that partial uniformity has been arrived at at the expense of Southern Classification territory. Where do you find the home of the innocent looking little black dot that denotes advances? Do you find it under the caption "Official," or do you find it under the heading "Western?" Neither. You will find him in droves under the caption "Southern." This means but one thing, and it would be presumption upon your knowledge and experience, Mr. Examiner, to go into a detailed explanation of it.

If in addition to this you cancel the exception sheets. (and we have nothing to show that this is not the purpose), the entire rate structure to the interior of Florida will be upset, and the result will be actual ruin to many of our shippers. The Exceptions to Southern Classification as applicable to Florida Traffic were made to meet conditions in this State, and to cancel them will bring about advances on a large proportion of our traffic which will stifle business and ruin our shippers,

particularly those who are trying to do business at interior points.

Approximately 90% per cent of the rates to interior Florida points are made on Jacksonville, plus the full local to destination. These Exceptions modify this condition in a limited way, and enable the merchant at the interior point to do business in a limited way. To cancel these Exceptions will close every wholesale and jobbing house in the interior of Florida or force them to move to the basing point. Under present conditions both the base point and the interior point can do business, which is as it should be. If these exceptions are cancelled all of this business will be forced to the basing point, resulting in congestion there and stagnation in the interior.

Mr. Commissioner McChord is quoted in the public press as having said in effect in a public speech recently delivered on the subject of "After the War Conditions," that the problem would be to prevent the consolidation of industry and business at the great congested centers, and to distribute it more evenly over the smaller communities. If Consolidated Classification goes into effect as proposed the result will be just the reverse of what the Honorable Commissioner says should be the prevailing conditions.

Your attention is called to the following tables, which show Note 19, applicable over the greater part of the State, the ratings and rates thereunder to four typical points and what the ratings and rates to the same points will be if Note 19 is cancelled and Consolidated Classification substituted. After you have reviewed this table and noted the increases averaging over 100% and in many cases reaching over 500% on commodities that form the great bulk of the usual traffic, we are of the opinion that you cannot escape the conclusion that the Exceptions to Southern Classification should be carried forward to whatever new issue is authorized.

**PRESENT AND PROPOSED RATES FROM JACKSONVILLE, FLORIDA, IF EXCEPTIONS ARE CANCELLED**

Note 19, Southern Classification No. 43	Class Note 19	Class Con. Classification	To Ocala, Fla. 102 Miles				To Lake City, Fla. 60 Miles				To Kissimmee, Fla. 164 Miles				To Arcadia, Fla. 258 Miles			
			Present	Proposed	Increase	Per Cent of Incr.	Present	Proposed	Increase	Per Cent of Incr.	Present	Proposed	Increase	Per Cent of Incr.	Present	Proposed	Increase	Per Cent of Incr.
ARTICLES																		
Bark, tan, C. L., per car of 20,000 lbs., excess in proportion....	P	6	7	30	23	329	5.5	23	17.5	318	9	37	28	311	11	47	36	327
Barrel Material, C. L., per car of 24,000 lbs., excess in propor- tion .....	P	A	5.8	21	15.2	261	4.6	16	11.4	248	7.5	27	19.5	260	9.2	36	26.8	292
Barrels, empty, except Ale and Beer, and except when agreed rates are lower, C. L., per car of 10,000 lbs., excess in pro- portion .....	P	5	14	35	30	214	11	29	18	163	Commodity Rates				22	52	30	136
Baskets:																		
Fruit and Berry, C. L., per car of 15,000 lbs., excess in pro- portion .....	P	A	9.3	21	11.7	120	7.3	16	8.7	119	12	27	15	125	14.7	36	21.3	145
Vegetable, C. L., per car of 20, 000 lbs., excess in proportion.	P	A	7	21	14	200	5.5	16	10.5	190	9.5	27	17.5	184	11	36	25	227
Boilers, Steam Power; with or without necessary equip- ment or Smoke Stacks, in straight carloads, or in mixed carloads with ma-																		



**NOTE**—Each boiler may be accompanied with the following Fittings or Parts when they are necessary for its initial instalment.

Arch Bars .....  
 Arches .....  
 Braces .....  
 Castings .....  
 Doors, with or without  
   frames .....  
 Flanges .....  
 Flues .....  
 Fronts .....  
 Handhole or Manhole Col-  
   lars, Covers, Crabs or Lugs.  
 Heads (Ends) .....  
 Nozzles .....  
 Tubes .....  
 Gages .....  
 Grate Bars .....  
 Feed Water Heaters.....  
 Foundation Anchors or Rods..  
 Fuel Economizers .....  
 Injectors .....  
 Smoke Flues .....  
 Smoke Stacks .....  
 Spark Extinguishers or Arrest-  
   ers .....

N	6	13	30	17	130	9	23	14	155	15.5	37	21.5	138	18.5	47	28.5	154	43
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PRESENT AND PROPOSED RATES FROM JACKSONVILLE, FLORIDA, IF EXCEPTIONS ARE CANCELLED

Note 19, Southern Classification No. 43	Class Note 19	Class Con. Classification	To Ocala, Fla. 102 Miles				To Lake City, Fla. 60 Miles				To Kissimmee, Fla. 164 Miles				To Arcadia, Fla. 258 Miles			
			Present	Proposed	Increase	Per Cent of Incr.	Present	Proposed	Increase	Per Cent of Incr.	Present	Proposed	Increase	Per Cent of Incr.	Present	Proposed	Increase	Per Cent of Incr.
ARTICLES																		
Blocks, viz.: building, earthen, cement, concrete, gypsum or plaster. Tile, viz.: fire proofing, earthen, concrete, plaster or gypsum. Brick, viz.: hollow building, earthen, in straight or mixed C. L., min. wt. 40,000 pounds.....	1 of A	A	10.5	21	10.5	100	8	16	8	100	13.5	27	13.5	100	18	36	18	100
Box Material:																		
Fruit, berry and vegetable, wired, in bundles or rolls, C. L., per car of 24,000 lbs., excess in proportion.....	P	A	5.8	21	15.2	262	4.6	16	11.4	247	7.5	27	19.5	260	9.2	36	26.8	291
N. O. S., C. L., per car of 24,000 lbs., excess in proportion....	P	A	5.8	21	15.2	262	4.6	16	11.4	247	7.5	27	19.5	260	9.2	36	26.8	291
Boxes, empty:																		
Fruit, berry and vegetable crate, C. L., per car of 15,000 lbs., excess in proportion.....	P	4	9.3	41	31.7	340	7.3	32	24.7	338	12	50	38	316	14.7	62	47.3	321

Brick:																			
Common, C. L., per car of 30,000 lbs., excess in proportion....	P	A	4.7	21	16.3	346	3.7	16	12.3	332	6	27	21	350	7.3	36	28.7	393	
Enameled, C. L., min. wt. 40,000 lbs. ....	1 of A	6	10.5	30	19.5	185	8	23	15	187	13.5	27	13.5	200	18	36	18	100	
Fire, pressed or vitrified, C. L., per car of 24,000 lbs., excess in proportion .....	P	A	5.8	21	15.2	262	4.6	16	11.4	245	7.5	27	19.5	260	9.2	36	26.8	291	
Fire, pressed or vitrified, and Fire Clay, mixed C. L., per car 24,000 lbs., excess in proportion .....	P	A	5.8	21	15.2	262	4.6	16	11.4	245	7.5	27	19.5	260	9.2	36	26.8	291	
Carbon Clinkers (from gas re-torts), L. C. L.....	K	4	13.5	41	27.5	203	11	32	21	190	16.5	50	33.5	203	20	62	42	210	
Cedar Logs or Sticks, C. L., min. wt. 24,000 lbs.....	K	A	13.5	21	7.5	56	11	16	5	45	16.5	27	10.5	63	20	36	16	80	45
Same, L. C. L.....	6	5	30	35	5	17	23	29	6	26	37	42	5	13	47	52	5	10	
Cedar Wood, in shape for pencil material, C. L., min. wt. 24,000 lbs.....	K	Not provided for																	
Cement:																			
N. O. S., in sacks or barrels, L. C. L. ....	K	4	13.5	41	27.5	203	11	32	21	190	16.5	50	33.5	203	20	62	42	210	
N. O. S., C. L.....	L	6	Commodity Rates				7	23	16	228	10.5	37	26.5	252	11.1	47	35.9	323	
Charcoal, C. L., per car, 24,000 lbs., excess in proportion....	O	A	9.2	21	11.8	128	7.1	16	8.9	125	11.7	27	15.3	130	13.3	36	22.7	171	
Clay, fire, C. L., per car of 24,000 lbs., excess in proportion....	P	A	5.8	21	15.2	262	4.6	16	11.4	248	7.5	27	15.5	260	9.2	36	26.8	291	
Coal and Coke, in barrels, casks or sacks, L. C. L.....	K	4	13.5	41	27.5	200	11	32	21	190	16.5	50	33.5	203	20	62	42	210	
Same, C. L.....	L	6	Commodity Rates				Commodity Rates				Commodity Rates				Commodity Rates				

PRESENT AND PROPOSED RATES FROM JACKSONVILLE, FLORIDA, IF EXCEPTIONS ARE CANCELLED

Note 19, Southern Classification No. 43	Class Note 19	Class Con. Classification	To Ocala, Fla. 102 Miles				To Lake City, Fla. 60 Miles				To Kissimmee, Fla. 164 Miles				To Arcadia, Fla. 258 Miles			
			Present	Proposed	Increase	Per Cent of Incr.	Present	Proposed	Increase	Per Cent of Incr.	Present	Proposed	Increase	Per Cent of Incr.	Present	Proposed	Increase	Per Cent of Incr.
ARTICLES																		
Brick, paving, per car 24,000 lbs., excess in proportion.....	P	A	5.8	21	15.2	262	4.6	16	11.4	245	Commodity Rates				Commodity Rates			
Conduits, clay, C. L., min. wt. 30,- 000 lbs.....	1/2 of A	A	10.5	21	10.5	100	8	16	8	100	13.5	27	13.5	100	18	36	18	100
Cotton Seed, C. L., min. wt. 30,000 lbs. ....	M	D	9.5	15	5.5	57	7.5	12	4.5	60	11	20	9	82	11.5	17	5.5	48
Earthenware Cups and Galvanized Iron Attachments, to be used in the collection of crude tur- pentine, C. L., per car 24,000 lbs., excess in proportion....	P	6	5.8	30	24.2	417	4.6	23	18.4	400	7.5	37	29.5	393	9.2	47	37.8	411
Same, L. C. L.....	6	4	30	41	11	37	23	32	9	39	37	50	13	35	47	62	15	32
Fencing, woven wire, L. C. L....	5	4	35	41	6	17	29	32	3	10	42	50	8	19	52	62	10	19
Same, C. L., min. wt. 30,000 lbs.	1/2 of 6	6	20	30	10	50	15.3	23	7.7	50	24.6	37	12.4	50	31.3	47	15.7	50
Fertilizers, C. L., min. wt. 30,000 lbs. (Ship's Option), includ- ing also:																		
Ammonia, sulphate of, C. L.																		
Ashes, cotton seed, C. L....																		
Ashes, tan bark, C. L.....																		
Ashes, wood, C. L.....																		



Bones, in bags, C. L.....																			
Bones, Hoofs and Horns, in bulk or packed, C. L., min. wt. 24,000 lbs.....																			
Bone Dust, in bags, barrels or casks, C. L.....																			
Bones, ground or dissolved, C. L. ....																			
Bone Black, C. L.....																			
Cake, nitre, C. L.....																			
Cake, salt, C. L.....	M	6	9.5	30	20.5	215	7.5	23	15.5	206	11	37	26	236	11.5	47	35.5	308	
Castor Pomace, C. L.....																			
Cinders, wood, in bulk, C. L.																			
Cinders, wood, in bags, bar- rels or casks, any quantity																			
Fish Scrap, C. L.....																			
Fleshings (refuse of tan- neries), in bulk, C. L....																			
Garbage Tankage, dried and ground, in bags, C. L....																			
German Salts, C. L.....																			
Ground Plaster, C. L.....																			
Guano, C. L.....																			
Gypsum, C. L.....																			
Hulls, cotton seed, in bulk, C. L., min. wt. 24,000 lbs..																			
Hulls, velvet bean, C. L....																			
Iron, sulphate of, C. L.....																			
Kainit, C. L.....																			
Lime, acetate of, C. L.....																			
Marl, green sand, in bags,																			

**PRESENT AND PROPOSED RATES FROM JACKSONVILLE, FLORIDA, IF EXCEPTIONS ARE CANCELLED**

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			Present	Proposed	Increase	Per Cent of Incr.	Present	Proposed	Increase	Per Cent of Incr.	Present	Proposed	Increase	Per Cent of Incr.	Present	Proposed	Increase	Per Cent of Incr.
<b>ARTICLES</b>																		
barrels or casks (not taken when in bulk, C. L.....	M	6																
Meal, linseed oil, C. L.....																		
Muck, C. L.....																		
Plaster, land, C. L.....																		
Potash, C. L.....			9.5	30	20.5	215	7.5	23	15.5	206	11	37	26	236	11.5	47	35.5	308
Potash, muriate and sulphate of, C. L.....																		
Pyrites, C. L.....																		
Saltpetre, C. L.....																		
Shells, oysters, C. L.....																		
Slag, ground, C. L.....																		
Soda, nitrate of, C. L.....																		
Sulphur, C. L.....																		
Superphosphates, C. L.....																		
Sylvinit, C. L.....																		
Tank Stuff and Dried Blood, C. L.....																		
Tobacco Dust and Sweep- ings, in bags, barrels or casks, C. L.....																		

Flint, ground, in barrels, casks, kegs or bags.....	M	A	9.5	21	11.5	121	7.5	16	8.5	113	11	27	16	145	11.5	36	24.5	213
Flour, in barrels, Class F; in the absence of Class F rates, double the rate on Flour, in sacks, per 100 pounds per barrel .....	F	C	29	42	13	45	22	28	6	27	35	50	15	42	32	54	22	68
Galvanized iron turpentine cups and galvanized attachments, C. L., min. wt. 30,000 lbs....	\$ of 6	6	20	30	10	50	15.3	23	7.7	50	24.6	37	12.4	50	31.3	47	15.7	50
Same, L. C. L.....	5	3	35	50	15	42	29	38	9	31	42	60	18	43	52	69	17	32
Gravel, C. L., per car of 30,000 lbs., excess in proportion....	P	A	4.7	21	16.3	346	3.7	16	12.3	332	6	27	21	350	7.3	36	28.7	393
Hominy and Grits, in barrels, Class F; in the absence of Class F rates, double the rate on Hominy and Grits, in sacks, per 100 pounds.....	F	D	29	30	1	10	22	24	2	9	35	40	5	14	32	34	2	6
Hoofs and Horns, C. L., min. wt. 30,000 lbs.....	M	6	9.5	30	20.5	215	7.5	23	15.5	206	11	37	26	236	11.5	47	35.5	308
Household Goods and Old Furniture, when the actual value of each 100 lbs. does not exceed \$10, actual value to be stated by shipper in writing in shipping order, C. L., per car of 20,000 lbs., excess in proportion .....	N	3	13	50	37	284	9	38	29	322	15.5	60	44.5	287	18.5	69	50.5	272

**PRESENT AND PROPOSED RATES FROM JACKSONVILLE, FLORIDA, IF EXCEPTIONS ARE CANCELLED**

Note 19, Southern Classification No. 43	Class Con.	Classification Class Note 19	To Ocala, Fla. 102 Miles				To Lake City, Fla. 60 Miles				To Kissimmee, Fla. 164 Miles				To Arcadia, Fla. 258 Miles			
			Present	Proposed	Increase	Per Cent of Incr.	Present	Proposed	Increase	Per Cent of Incr.	Present	Proposed	Increase	Per Cent of Incr.	Present	Proposed	Increase	Per Cent of Incr.
ARTICLES																		
Household Goods and Old Furniture, in mixed carloads, with not exceeding five head of Live Stock, when the actual value of each 100 lbs. of Household Goods does not exceed \$10, and the actual value of the Live Stock does not exceed \$200 per head, actual value to be stated by shipper in writing in shipping order, C. L., per car of 20,000 lbs., excess in proportion.....	N	5	13	35	22	170	9	29	20	222	15.5	42	26.5	171	18.5	52	33.5	181
Ice, packed in boxes, barrels, casks or bags, in sawdust or chaff, prepaid, L. C. L.....	K	1	13.5	62	48.5	359	11	44	33	300	16.5	74	57.5	348	20	86	66	330
Ice, C. L., min. wt. 24,000 lbs....	L	A	9	21	12	133	7	16	9	128	10.5	27	16.5	157	11.1	36	24.9	224
Insecticide, liquid, in barrels.....	K	4	13.5	41	27.5	204	11	32	21	190	16.5	50	33.5	203	20	62	42	210
Iron and Steel Articles:																		
Bridge Material, C. L.....	M	No Analogous Rating																
Pig Iron, C. L.....	M	6	9.5	30	20.5	215	7.5	23	15.5	206	11	37	26	236	11.5	47	35.5	308



Railway Track Material, as enumerated in Items 21 to 46, page 213, and 1 to 13, page 214, Southern Classification No. 43, C. L.....	M	6	9.5	30	20.5	215	7.5	23	15.5	206	11	37	26	236	11.5	47	35.5	308
Scrap Iron, in barrels, casks or in bulk, C. L.....	M	6	9.5	30	20.5	215	7.5	23	15.5	206	11	37	26	236	11.5	47	35.5	308
Special Iron (see Note):																		
NOTE—On mixed C. L. of articles included in the following "Special Iron" list, the C. L. "Special Iron" rate will apply, subject to the established min. C. L. wt.																		
Architectural (consisting of columns, pedestals, capitals, saddles, door and window jambs, plates, sills, lintels, rolled beams, channel bars and girders), C. L. ....																		
Axles, car, C. L.....																		
Axles, Carriage or Wagon, loose or wired together, C. L. ....																		
Bar, Band, Boiler, Hoop, Plate and Rod, unpacked, C. L. ....																		
Bolts, Nuts, Rivets and Washers, in kegs, casks, barrels or drums, C. L....																		
Boxes, Gas Purifier, unpacked, C. L.....																		

PRESENT AND PROPOSED RATES FROM JACKSONVILLE, FLORIDA, IF EXCEPTIONS ARE CANCELLED

Note 19, Southern Classification No. 43	Class Note 19	Class Con. Classification	To Ocala, Fla. 102 Miles				To Lake City, Fla. 60 Miles				To Kissimmee, Fla. 164 Miles				To Arcadia, Fla. 258 Miles			
			Present	Proposed	Increase	Per Cent of Incr.	Present	Proposed	Increase	Per Cent of Incr.	Present	Proposed	Increase	Per Cent of Incr.	Present	Proposed	Increase	Per Cent of Incr.
ARTICLES																		
Boxes and Skeins, vehicle, loose, C. L.....																		
Boxes and Skeins, vehicle, in kegs, barrels or casks, C. L. ....																		
Brake Beams, C. L.....																		
Brake Shoes and Slugs, in barrels or casks, C. L....																		
Brake Shoes, loose or wired in bundles, C. L.....																		
Car Bolsters, C. L.....																		
Castings and Forgings, N. O. S. (not to include Ma- chinery, Machines, or parts thereof), in kegs, barrels, casks, crates, sacks or wired together in bundles, C. L. ....																		
Castings and Forgings, N. O. S. (not to include Ma- chinery, Machines, or parts	\$ of 6	6	20	30	10	50	15.3	23	7.7	50	24.6	37	12.4	50	31.3	47	15.7	50



PRESENT AND PROPOSED RATES FROM JACKSONVILLE, FLORIDA, IF EXCEPTIONS ARE CANCELLED

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			Present	Proposed	Increase	Per Cent of Incr.	Present	Proposed	Increase	Per Cent of Incr.	Present	Proposed	Increase	Per Cent of Incr.	Present	Proposed	Increase	Per Cent of Incr.
ARTICLES																		
lers, frogs, heel bolts, moulds, plant fenders, plates, points and wings, in kegs, barrels or casks or wired together, C. L....																		
Plow Iron or Steel in bars or plates, C. L.....																		
Plow Shapes, unfinished, C. L. ....																		
Poles and Cross Arms, elec- tric light or railway, C. L.																		
Sash Weights, unpacked, C. L. ....																		
Shoes, horse, mule and ox, in kegs (estimated weight 106 lbs. per keg), C. L....																		
Skelp Iron or Steel, C. L....	3 of 6	6	20	30	10	50	15.3	23	7.7	50	24.6	37	12.4	50	31.3	47	15.7	50
Spiegel Iron, C. L.....																		
Stand Pipes, K. D., C. L....																		
Staples, fence, in kegs, C. L.																		
Switches and Switch Chairs,																		



railroad, C. L.....																		
Tires, wagon, C. L.....																		
Trucks, car (without motors), C. L.....																		
Wheels, car, C. L.....																		
Wire, fence (fence wire), barbed, straight, twisted or ribbon, in bundles or coils, or reels, not packed, C. L. ....																		
Kindling, fire:																		
Pine or other woods, in crates, barrels or bundles, L. C. L...	K	5	113.5	35	21.5	159	11	29	18	163	16.5	42	25.5	154	20	52	32	160
Pine or other woods, C. L., minimum weight 30,000 lbs..	M	A	9.5	21	11.5	121	7.5	16	8.5	113	11	27	16	145	11.5	36	24.5	213
Sawdust, rosin or tar, mixed, in packages, boxed or crated so as to admit of inspection, L. C. L.....	K	4	13.5	41	27.5	204	11	32	21	190	16.5	50	33.5	203	20	62	42	210
Same, C. L.....	M	6	9.5	30	20.5	215	7.5	23	15.5	206	11	37	26	236	11.5	47	35.5	308
Lath and Sheathing, combined (composed of lath, pitch and rough paper), C. L., minimum weight 30,000 lbs.; 60% of...	6	6	18	30	12	66	14	23	9	64	22.2	37	14.8	67	28.2	47	18.8	67
Lime, in casks, barrels or sacks, L. C. L.....	K	5	13.5	35	21.5	159	11	29	18	163	16.5	42	25.5	154	20	52	32	160
Same, C. L.....	L	A	Commodity Rates				7	16	9	142	10.5	27	16.5	157	11.1	36	24.9	224
Lime and Cement, mixed, C. L., min. wt. 24,000 lbs.....	L		No Mixing Allowed															
Live Stock (governed by rules, regulations, actual values and percentage increase in rates																		

**PRESENT AND PROPOSED RATES FROM JACKSONVILLE, FLORIDA, IF EXCEPTIONS ARE CANCELLED**

Note 19, Southern Classification No. 43	Class Note 19	Classification Class Con.	To Ocala, Fla. 102 Miles				To Lake City, Fla. 60 Miles				To Kissimmee, Fla. 164 Miles				To Arcadia, Fla. 258 Miles			
			Present	Proposed	Increase	Per Cent of Incr.	Present	Proposed	Increase	Per Cent of Incr.	Present	Proposed	Increase	Per Cent of Incr.	Present	Proposed	Increase	Per Cent of Incr.
ARTICLES																		
as published in Southern Classification: C. L., per car of 20,000 lbs., excess in pro- portion .....	N		Com. Rates, none provided															
Lumber, C. L., per car of 24,000 lbs., excess in proportion....	P	A	5.8	21	15.2	262	4.6	16	11.4	246	7.5	27	19.5	260	9.2	36	26.8	291
Machinery and Machines, as speci- fied below, in straight or mixed C. L., with Boilers, per car of 20,000 lbs., excess in propor- tion, viz.:																		
Blowers, rotary or exhaust fans, iron.....																		
Bottle capping, corking, fill- ing, labeling, rinsing, soak- ing, washing or wiring ma- chines; cap or cork brand- ing machines; cork clean- ing, softening or washing machines, separate or com- bined; pasteurizing ma-																		

chines other than creamery, pasteurizing tanks, power conveying tables or tinfoil removing machines.	N	6	13	30	17	130	9	23	14	155	15.5	37	21.5	139	18.5	47	28.5	154
Brick machines .....																		
Compressors, air.....																		
Condensers .....																		
Crushers or parts, ore, stone or rock .....																		
Engines, portable, stationary or traction .....																		
Ice making machinery and parts of ice making machines; with or without necessary equipment of iron or steel ice moulds (cans) .....																		
Fuel economizers for steam boilers .....																		
Log loaders.....																		
Oil Mill:	N	6	13	30	17	130	9	23	14	155	15.5	37	21.5	139	18.5	47	28.5	154
Beaters or separators, separate or combined, cake breakers, cake formers, cake packers, meal grinding mills, oil cake presses, seed cleaning machines, or boll and sand reels or screens, separate or combined, seed cookers or beaters, seed crushers,																		

PRESENT AND PROPOSED RATES FROM JACKSONVILLE, FLORIDA, IF EXCEPTIONS ARE CANCELLED

Note 19, Southern Classification No. 43	Class Note 19	Class Con. Classification	To Ocala, Fla. 102 Miles				To Lake City, Fla. 60 Miles				To Kissimmee, Fla. 164 Miles				To Arcadia, Fla. 258 Miles			
			Present	Proposed	Increase	Per Cent of Incr.	Present	Proposed	Increase	Per Cent of Incr.	Present	Proposed	Increase	Per Cent of Incr.	Present	Proposed	Increase	Per Cent of Incr.
ARTICLES																		
seed delinters or seed hullers .....																		
Pumps, power, other than wind mill .....																		
Saw mill or wood working machinery or machines..																		
Track laying machinery, on its own wheels, actual weight of car, tracks and contents to be charged for .....																		
Manure, sheep, C. L., min. wt. 24,000 lbs. ....	1/2 of M	6	7.1	30	22.9	322	5.6	23	17.4	311	8.3	37	28.7	345	8.6	47	38.4	446
Manure, stable, C. L., min. wt. 24,000 lbs. ....	1/2 of M	6	7.1	30	22.9	322	5.6	23	17.4	311	8.3	37	28.7	345	8.6	47	38.4	446
Meal, Corn, in barrels, Class F; in the absence of Class F rates double the rate on Corn Meal, in sacks, per 100 lbs. (per barrel) .....	F	D	29	30	1	10	22	24	2	9	35	40	5	14	32	34	2	6



Melons, water, prepaid or guaranteed, C. L., per car of 24,000 lbs., excess in proportion....	P	6	5.8	30	24.2	416	4.6	23	18.4	400	7.5	37	29.5	393	9.2	47	37.8	431
Mills, cotton seed oil, C. L., per car of 20,000 lbs., excess in proportion .....	N	6	13	30	17	130	9	23	14	155	15.5	37	21.5	139	18.5	47	28.5	154
Molasses, in tank cars, min. wt. 30,000 lbs. ....	R	5	18	35	17	94	13	29	16	123	24	42	18	75	28.5	52	23.5	82
Moss, spagnum, green, C. L., per car 24,000 lbs., excess in proportion .....	P	4	5.8	41	35.2	606	4.6	32	27.4	600	7.5	50	42.5	606	9.2	62	52.8	573
Outfits:																		
Well boring:																		
Car load, per car 20,000 lbs., excess in proportion.....	N	6	13	30	17	130	9	23	14	155	15.5	37	21.5	139	18.5	47	28.5	154
Piling, steel, C. L.....	3 of 6	6	20	30	10	50	15.3	23	7.7	50	24.6	37	12.4	50	31.3	47	15.7	50
Same, L. C. L.....	6	4	30	41	11	36	23	32	9	39	37	50	13	35	47	62	15	32
Pipe, sewer, earthen or concrete, and fixtures, C. L., min. wt. 25,000 lbs.; flues and flue linings, flue tops and chimney caps, and drain tile, earthen or concrete, in straight or mixed carloads, or in mixed carloads with sewer pipe, C. L., min. wt. 25,000 lbs. ....	1/2 of A	A	10.5	21	10.5	100	8	16	8	100	13.5	27	13.5	100	18	36	18	100
Pitch, in barrels or casks, L. C. L.	K	4	13.5	41	27.5	204	11	32	21	190	16.5	50	33.5	203	20	62	42	210
Same, C. L.....	M	A	9.5	21	11.5	121	7.5	16	8.5	113	11	27	16	145	11.5	36	24.5	213
Plaster, calcined, cement and wall, L. C. L.....	K	4	13.5	41	27.5	204	11	32	21	190	16.5	50	33.5	203	20	62	42	210
Same, C. L., min. wt. 24,000 lbs.	L	6	Commodity Rates				7	23	16	228	10.5	37	26.5	252	11.1	47	35.9	323
Plaster of Paris, L. C. L.....	K	4	13.5	41	27.5	204	11	32	21	190	16.5	50	33.5	203	20	62	42	210

PRESENT AND PROPOSED RATES FROM JACKSONVILLE, FLORIDA, IF EXCEPTIONS ARE CANCELLED

Note 19, Southern Classification No. 43	Class Note 19	Class Con. Classification	To Ocala, Fla. 102 Miles				To Lake City, Fla. 60 Miles				To Kissimmee, Fla. 164 Miles				To Arcadia, Fla. 258 Miles			
			Present	Proposed	Increase	Per Cent of Incr.	Present	Proposed	Increase	Per Cent of Incr.	Present	Proposed	Increase	Per Cent of Incr.	Present	Proposed	Increase	Per Cent of Incr.
ARTICLES																		
Same, C. L.....	L	6	9	30	21	233	7	23	16	228	10.5	37	26.5	252	11.1	47	35.9	323
Poles, telegraph or telephone, C. L., per car of 24,000 lbs., excess in proportion.....	P	6	5.8	30	24.2	416	4.6	23	18.4	400	7.5	37	29.5	393	9.2	47	37.8	431
Posts, wooden, C. L., per car of 24,000 lbs., excess in propor- tion .....	P	6	5.8	30	24.2	416	4.6	23	18.4	400	7.5	37	29.5	393	9.2	47	37.8	431
Railroad Rolling Stock, viz.: Locomotives and tenders, load- ed wholly on flat cars, to be loaded and unloaded by own- ers at their expense, per car of 20,000 lbs., excess in pro- portion (see Note).....	N	5	13	35	22	170	9	29	20	222	15.5	42	26.5	171	18.5	52	33.5	181

NOTE—All of the detachable parts, such as injectors, lubricators and other brasses, shall be packed and shipped separately in box cars, free of charge, in order to avoid loss en route, billing for the part to show reference to the billing for Locomotives.

Roof Coating, coal tar, L. C. L..	K	4	13.5	41	27.5	204	11	32	21	190	16.5	50	33.5	203	20	62	42	210
Same, C. L.....	M	A	9.5	21	11.5	121	7.5	16	8.5	113	11	27	16	145	11.5	36	24.5	213
Roofing Slate, C. L.....	M	A	9.5	21	11.5	121	7.5	16	8.5	113	11	27	16	145	11.5	36	24.5	213
Rosin, in barrels, L. C. L.....	K	4	Commodity Rates				Commodity Rates				Commodity Rates				Commodity Rates			
Rosin, in barrels or casks, C. L..	M	6	Commodity Rates				Commodity Rates				Commodity Rates				Commodity Rates			
Rosin Dross, L. C. L.....	K	4	Commodity Rates				Commodity Rates				Commodity Rates				Commodity Rates			
Same, C. L., min. wt. 24,000 lbs.	M	6	Commodity Rates				Commodity Rates				Commodity Rates				Commodity Rates			
Salt, common, C. L., per car of 24,000 lbs., excess in propor- tion .....	O	A	9.2	21	11.8	128	7.1	16	8.9	125	11.7	27	15.3	131	13.4	36	22.6	168
Sand, moulding, C. L., min. wt. 30,000 lbs., excess in proportion	O	A	7.3	21	13.7	187	7.1	16	8.9	125	9.3	27	17.7	190	10.7	36	25.3	236
Same, L. C. L.....	5	4	35	41	6	17	29	32	3	10	42	50	8	19	52	62	10	19
Sand, N. O. S., in bulk or in bar- rels, C. L., per car of 30,000 lbs., excess in proportion....	P	A	4.7	21	15.3	235	3.7	16	12.3	332	6	27	21	350	7.3	36	28.7	393
Sawdust, in barrels or sacks, C. L., min. wt. 24,000 lbs.....	$\frac{1}{2}$ of P	6	4.4	30	25.6	581	3.5	23	19.5	557	5.6	37	31.4	561	6.9	47	40.1	581
Seed, Cotton, C. L., min. wt. 30,000 lbs. ....	M	D	9.5	15	5.5	57	7.5	12	4.5	60	11	20	9	81	11.5	17	5.5	47
Shells, for paving, C. L., per car of 30,000 lbs., excess in pro- portion .....	P	6	4.7	30	25.3	538	3.7	23	19.3	521	6	37	31	51	7.3	47	39.7	543
Shingles, wooden, C. L., per car 24,000 lbs., excess in propor- tion .....	P	A	5.8	21	15.2	262	4.6	16	11.4	247	7.5	27	19.5	260	9.2	36	26.8	291
Soda, nitrate of, in sacks, barrels or kegs, L. C. L.....	M	5	9.5	35	25.5	268	7.5	29	21.5	287	11	42	31	281	11.5	52	40.5	352
Stone, crushed, C. L., per car of 30,000 lbs., excess in propor- tion .....	P	A	4.7	21	16.3	346	3.7	16	12.3	332	6	27	21	350	7.3	36	28.7	393

**PRESENT AND PROPOSED RATES FROM JACKSONVILLE, FLORIDA, IF EXCEPTIONS ARE CANCELLED**

Note 19, Southern Classification No. 43	Class Note 19	Class Con. Classification	To Ocala, Fla. 102 Miles				To Lake City, Fla. 60 Miles				To Kissimmee, Fla. 164 Miles				To Arcadia, Fla. 258 Miles			
			Present	Proposed	Increase	Per Cent Increase	Present	Proposed	Increase	Per Cent of Incr.	Present	Proposed	Increase	Per Cent of Incr.	Present	Proposed	Increase	Per Cent of Incr.
ARTICLES																		
Stone (except marble or slate) (other than grave stones, tombstones, monuments or parts thereof), viz.: Blocks or slabs, dressed, hammered, chiseled or polished, wholly or in part, C. L., per car of 30,000 pounds .....	O	6	7.3	30	22.7	311	7.1	23	15.9	223	9.3	37	27.7	297	10.7	47	36.3	339
Blocks or slabs, rough quarried, sawed or sand rubbed (or slushed), C. L., per car of 30,000 pounds .....	P	6	4.7	30	25.3	538	3.7	23	19.3	521	6	37	31	516	7.3	47	39.7	543
Sugar Cane, for planting, C. L., min. wt. 10 tons .....	M	6	9.5	30	20.5	215	7.5	23	15.5	206	11	37	26	236	11.5	47	35.5	308
Tanks, oil, empty, requiring flat or gondola cars, C. L., per car of 20,000 lbs., excess in pro- portion .....	N	4	13	41	28	215	9	32	23	255	15.5	50	34.5	222	18.5	62	43.5	241
Tar, in barrels, L. C. L. ....	K	4	13.5	41	27.5	203	11	32	21	190	16.5	50	33.5	203	20	62	42	210
Same, in barrels or casks, C. L.	M	6	Commodity Rates				Commodity Rates				Commodity Rates				Commodity Rates			
Tar, in cans, C. L. ....	M	4	Commodity Rates				Commodity Rates				Commodity Rates				Commodity Rates			



Tar, Coal, in tank cars, min. wt. capacity of tank, to be charged for at an estimated weight of 9½ lbs. per gallon.....	M																	
Terra Cotta or Imitation Terra Cotta, architectural, packed or loose, C. L.....	A	6	21	30	9	43	16	23	7	44	27	37	10	37	36	47	11	30
Tile Slabs or Promenade Tile, C.L., min. wt. 40,000 lbs.....	½ of A	A	10.5	21	10.5	100	8	16	8	100	13.5	27	13.5	100	18	36	18	100
Tobacco Sweepings, in bags, barrels or casks.....	M	4	9.5	41	31.5	332	7.5	32	24.5	327	11	50	39	354	11.5	62	50.5	439
Trees and Shrubby: In bales, baskets, boxes, bundles or in crates, to be loaded and unloaded by owners, prepaid or guaranteed, straight or mixed C. L., per car of 20,000 lbs., excess in proportion .....	N	4	13	41	28	215	9	32	23	255	15.5	50	34.5	222	18.5	62	43.5	241
Turpentine, crude, in barrels, L. C. L. ....	R	4	Commodity Rates				Commodity Rates				Commodity Rates				Commodity Rates			
Same, in barrels, casks or tank cars, C. L.....	R	6	Commodity Rates				Commodity Rates				Commodity Rates				Commodity Rates			
Turpentine, spirits of, in barrels, L. C. L.....	R	3	Commodity Rates				Commodity Rates				Commodity Rates				Commodity Rates			
Turpentine, spirits of, in barrels, casks or tank cars, C. L.....	R	6	Commodity Rates				Commodity Rates				Commodity Rates				Commodity Rates			
Turpentine Stills and Fixtures (see Note).....	1	Not provided for																
NOTE—On Turpentine Stills, loaded on flat cars, minimum of 4,000 lbs. will be charged for.																		

**PRESENT AND PROPOSED RATES FROM JACKSONVILLE, FLORIDA, IF EXCEPTIONS ARE CANCELLED**

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			Present	Proposed	Increase	Per Cent of Incr.	Present	Proposed	Increase	Per Cent of Incr.	Present	Proposed	Increase	Per Cent of Incr.	Present	Proposed	Increase	Per Cent of Incr.
ARTICLES																		
Velvet Bean Hulls, in sacks or barrels .....	M	D	9.5	15	5.5	58	7.5	12	4.5	60	11	20	9	81	11.5	17	5.5	48
Wood, fuel, C. L., per car of 24,000 lbs., excess in proportion....	P	A	5.8	21	15.3	263	4.6	16	11.4	248	7.5	27	19.5	260	9.2	36	26.8	291
Hulls, Cotton Seed, in bags, bar- rels or casks, any quantity..	M	D	9.5	15	5.5	58	7.5	12	4.5	60	11	20	9	81	11.5	17	5.5	48
Meal, Cotton Seed, C. L.....	M	D	9.5	15	5.5	58	7.5	12	4.5	60	11	20	9	81	11.5	17	5.5	48
Cake Cotton Seed, C. L.....	M	D	9.5	15	5.5	58	7.5	12	4.5	60	11	20	9	81	11.5	17	5.5	48

We respectfully ask that all present exceptions to Southern Classification No. 43 as they relate to Florida traffic be retained.

We also ask for the following additions:

That Item 41 of Note 18, on page 300 of Southern Classification No. 43, and Item 71 of Note 19 on page 303 of Southern Classification be amplified as follows:

"Lumber, and articles taking same rates, as enumerated below, C. L., per car of 24,000 pounds, excess in proportion, Class ..... P

Billets, Blocks and Strips, sawn or split, rough.

Carpenter's Mouldings, plain.

Crate Material and Crates, wooden, K. D., and wooden splint Fruit and Vegetable hampers, K. D., including wooden or splint inside carriers, without tops or handles (nested). Cross Ties, wooden.

Lath.

Logs.

Lumber, rough or dressed.

Paving Blocks, wooden.

Pickets.

Piles.

Shingle Bolts.

Telegraph or Telephone Cross Arms, Braces, Brackets and Pins.

Timber, N. O. S."

That Item 94 of Note 19, page 303 of Southern Classification, reading "Special Iron (see note)" be amplified as follows:

"Special Iron (see note):

Note—On mixed C. L. of articles included in the following "Special Iron" list, the C. L. "Special Iron" rate will apply, subject to the established min. C. L. wt.

Architectural (consisting of columns, pedestals, capitals, saddles, door and window jams, plates, sills, lintels, rolled beams, channel bars and girders). C. L.

Axles, car, C. L.

Axles, carriage or wagon, loose or wired together,  
C. L.

Bar, Band, Boiler, Hoop, Plate and Rod, unpacked,  
C. L.

Bands or Rods, Structural, weighing each 15 lbs.,  
or over, with heads, eyes, loops or screw threads, N.  
O. I. B. N.

Loose or in packages, C. L., min. wt. 36,000 lbs.

Bolts, Nuts, Rivets and Washers, in kegs, casks, barrels or drums, C. L.

Bars Muck or Puddle, loose or in packages, C. L. min.  
wt. 50,000 pounds.

Bars, N. O. I. B. N. (see note).

Loose or in packages, min. wt. 36,000 lbs., C. L.

Note—Ratings apply on drawn or rolled iron or steel bars, either square, round or otherwise shaped in the drawing or rolling process, also on such bars when bent, twisted or otherwise deformed, galvanized, ground, hammered, punched or sheared, but ratings will not apply if further work has been done.

Borings, Filings or Turnings:

In packages or in bulk, C. L. min. wt 50,000 lbs.

Boxes, Gas Purifier, unpacked, C. L.

Boxes and Skeins, Vehicle, loose, C. L.

Boxes and Skeins, Vehicle, in kegs, barrels or casks,  
C. L.

Brake Beams, C. L.

Brake Shoes and Slugs, in barrels or casks, C. L.

Brake Shoes, loose or wired in bundles, C. L.

Briquettes, loose or in packages, C. L. min. wt. 50,000 lbs.

Car Bolsters, C. L.

Castings and Forgings, N. O. S. (not to include machinery, machines or parts thereof), in kegs, barrels, casks, crates, sacks, or wired together in bundles, C. L.

Castings and Forgings, N. O. S. (not to include ma-



chinery, machines or parts thereof) packed or unpacked, C. L.

Chains, loose or in coils, C. L.

Chains, in kegs, casks or barrels, C. L.

Couplers, car and parts thereof, and Draw Bars, car, C. L.

Cross Ties, C. L.

Filings, sawdust and rust, C. L.

Jail Plate, C. L.

Links and Pins, in kegs, barrels, casks, or loose or wired together, C. L.

Nails and Spikes (except railroad) in kegs or double kegs (estimated weight, 106 lbs. per keg, and 208 lbs. per double keg), C. L.

Nails, cement coated, in kegs or double kegs (actual wt.), C. L.

Nails, cement coated, in kegs or double kegs (actual wt.), C. L.

Nails, Wire, and Woven Wire Fencing, C. L.

Pipe, cast, with or without cement lining, C. L.

Pipe, wrought, C. L.

Pipe Joints or Fittings, cast, C. L.

Plow clevises, coulters, couplers, frogs, heel bolts, moulds, plant fenders, plates, points and wings, in kegs, barrels or casks or wired together, C. L.

Plow Iron or Steel, in bars or plates, C. L.

Plow Shapes, unfinished, C. L.

Poles and Cross Arms, electric light or railway, C. L.

Sash Weights, unpacked, C. L.

Shoes, horse, mule and ox, in kegs (estimated weight 106 lbs. per keg), C. L.

Skelp Iron or Steel, C. L.

Spiegel Iron, C. L.

Stand Pipes, K. D., C. L.

Staples, Fence, in kegs, C. L.

Switches and Switch Chairs, railroad, C. L.

Tees, N. O. I. B. N. loose or in packages, C. L.

min. wt. 36,000 lbs.

Tires, Wagon, C. L.

Trucks, car (without motors), C. L.

Wheels, car, C. L.

Wire, fence (fence wire), barbed, straight, twisted or ribbon, in bundles or coils, or reels, not packed, C. L.

In conclusion, we wish to stress our conviction that this is a very inopportune time to even consider the adoption of radical changes in transportation matters and when the proposition is one that carries with it the tremendous results that would follow the adoption of Consolidated Classification No. 1, and the resultant cancellation of Exception Sheets, we look to the future with fear and trembling.

Respectfully submitted,

R. Hudson Burr, Chairman,

N. A. Blitch, Commissioner,

Royal C. Dunn, Commissioner.

#### RAILROAD COMMISSION OF FLORIDA.

The theory of Consolidated Classification appears to be that no less than carload rating shall be lower than 4th class. Florida Classification carries many less than carload ratings lower than 4th class.

The following tables list many of the items so rated, showing the rates under the present and proposed ratings for distances from 10 to 150 miles, the actual increases, and the percentage of increase.

PARTIAL LIST OF ITEMS IN FLORIDA CLASSIFICATION NOW RATED AT FIFTH CLASS THAT WOULD BE ADVANCED TO THIRD CLASS BY THE ADOPTION OF CONSOLIDATED CLASSIFICATION NO. 1. LESS THAN CARLOAD.

Acid, Liquid Carbonic, in drums or tubes.

Mills, Cane, cast iron, min. wt. 350 pounds each.

Wheels, Agricultural Implements, iron or iron and wood combined.

Asbestos Pipe Covering.

Confectionery, val. 6c per pound.

Cotton Felts, in bales.

Fish, dry salted, packed.

Gas, Acetylene, in steel cylinders.

Gas, Liquid Carbonic Acid, in iron drums.

Paper, Book, Machine Finished, in rolls or bundles.

Turpentine Cups, Galvanized Iron, nested.

Result of changing above commodities from 5th to 3rd class, based on present trunk line scale of the Commission :

Miles.	Fla.	Con.	Increase.	% of Incr.
	Class'n.	Class'n.		
	5th class.	3rd class.		
10	14	20	6	42
30	20	28	8	40
50	25	35	10	40
75	32	43	11	34
100	34	49	15	44
150	39	59	20	51

Average percentage of increase for distances shown

41

Rates as shown are in cents per 100 pounds, and do not include the 25% advance required by Order No. 28.

PARTIAL LIST OF ITEMS IN FLORIDA CLASSIFICATION NOW RATED AT FIFTH CLASS THAT WOULD BE ADVANCED TO FOURTH CLASS BY THE ADOPTION OF CONSOLIDATED CLASSIFICATION NO. 1. LESS THAN CARLOAD.

- Plow Singletrees, iron or steel.
  - Aqua Ammonia, in barrels or iron packages.
  - Bark, Tan, packed.
  - Beans, N. O. S., dried, in barrels or sacks.
  - Berries, Palmetto, in sacks or barrels.
  - Bluestone, in bags, barrels, casks or kegs.
  - Charcoal, in sacks, barrels or casks.
  - Fence, wire and wood, combination.
  - Food Preparations, Cereal, N. O. S., in kegs, barrels or drums.
  - Fencing, Woven Wire, over 16 gauge.
  - Lead, Bar, Coil or Sheet, in boxes or casks.
  - Leather Scraps, Shavings or Skivings, in packages or bales.
  - Nuts, Chestnuts, Hickory Nuts, Black Walnuts, Peanuts and Chufas, packed or in sacks.
  - Paints, bulk, liquid, in kegs, kits, barrels or casks.
  - Paste, Flour, in barrels.
  - Peanut Cribble, Flour Grits and Bran.
  - Pickles, in kegs, barrels or casks.
  - Putty.
  - Rope, Wire, Iron or Steel.
  - Soda, Bicarbonate of, in sacks, boxes, barrels or kegs.
  - Terra Cotta, Architectural, packed.
  - Tin Plate, in boxes.
  - Tin Roofing, in rolls or boxes.
  - Water, Mineral, in wood.
- Result of changing above items from 5th class to 4th class, based on present trunk line scale of the Florida Railroad Commission:



Miles	Fla. Class'n	Con. Class'n	Increase.	% of Incr.
	5th class.	4th class.		
10	14	15	1	7
30	20	23	3	15
50	25	30	5	20
75	32	36	4	12
100	34	39	5	15
150	39	47	8	20
Average percentage of increase for distances shown				14.8

Rates as shown are in cents per 100 pounds, and do not include the 25% advance prescribed by Order No. 28.

PARTIAL LIST OF ITEMS IN FLORIDA CLASSIFICATION NOW RATED AT SIXTH CLASS THAT WOULD BE ADVANCED TO FOURTH CLASS BY THE ADOPTION OF CONSOLIDATED CLASSIFICATION NO. 1. LESS THAN CARLOAD.

Alum, or Sulphate of Alumina, in boxes.  
 Asphaltum, packed.  
 Bags, Burlap.  
 Blocks, Asphalt Paving.  
 Cattle Guards, clay or concrete.  
 Cement Posts.  
 Conduits, Brick.  
 Copperas, in bags, barrels, casks.  
 Earth, Fullers, in sacks, barrels or casks.  
 Earthen Turpentine Cups.  
 Fibre, Palmetto, in boxes or packed in bales.  
 Fruit, Fresh, Apples, in barrels, crates or boxes.  
 Grease, Axle, all kinds.  
 Grindstones, without frames.  
 Hides, Green Salted.  
 Honey, in barrels or kegs.  
 Axles, Carriage or Wagon, iron or steel, loose.  
 Bolts, Nuts, Rivets and Washers, in kegs, casks, barrels or drums.  
 Boxes and Skeins, Vehicle, in kegs, barrels or casks.  
 Bridge Material.,  
 Cattle Guards.  
 Chains, Iron or Steel, in kegs, casks or barrels.  
 Harrow Discs, packed or in bundles.  
 Harrow and Rake Teeth, packed or in bundles.  
 Kilns, Lime.  
 Mattocks and Picks.  
 Nails and Spikes, in kegs or double kegs.  
 Pipe, Cast Iron.  
 Pipe Fittings, wrought or cast.  
 Sash Weights, Iron.

Staples, Fence, in kegs.  
 Kilns, Lumber Drying.  
 Lead, Pig.  
 Lead, Scrap.  
 Mats, Oil Press, old.  
 Oatmeal, Rolled Oats or Shredded Oats, in boxes, barrels, drums or kegs.  
 Oil, Road, (Petroleum Tailings) in barrels.  
 Paints, Bulk, dry, in kegs, kits, barrels or casks.  
 Palmetto or Palm Leaves.  
 Roofing, Felt, in boxes, bundles or rolls.  
 Roofing, Paper, in boxes, bundles or rolls.  
 Roofing, Slate, packed.  
 Roofing, Tile.  
 Shingles, Asbestos, packed or in bundles.  
 Sugar Cane, in bundles.  
 Telegraph Cross-Arms.  
 Vinegar, in wood.  
 Wall Finish, Alabastine, Kalsomine, &c.  
 Wire, Iron or Steel, plain, galvanized or tinned.  
 Wire, Fence, barbed, straight, twisted or ribbon, in bundles or coils or on reels.

Result of changing the foregoing items from 6th class to 4th class, based on present trunk line scale of the Florida Railroad Commission:

Miles	Fla. Class'n		Con. Class'n	
	6th class.	4th class.	Increase.	% of Incr.
10	13	15	2	15
30	18	23	5	28
50	20	30	10	50
75	25	36	11	44
100	28	39	11	39
150	35	47	12	34

Average percentage of increase for distances shown 35

Rates as shown are in cents per 100 pounds, and do not include the 25% advance prescribed by Order No. 28.

PARTIAL LIST OF ITEMS IN FLORIDA CLASSIFICATION NOW RATED AT 6th CLASS THAT WOULD BE ADVANCED TO 5th CLASS BY THE ADOPTION OF CONSOLIDATED CLASSIFICATION NO. 1. LESS THAN CARLOAD.

Bags, Paper, in bundles.

Cedar Logs or Sticks.

Clay, Fire.

Coffee, Green, in double sacks.

Iron and Steel: Bar, Band, Boiler, Hoop, Plate and Rod, unpacked.

Iron Sheet, black, galvanized or corrugated, in bundles or crates.

Rice, cleaned, in single bags.

Result of changing above commodities from 6th class to 5th class, based on present trunk line scale of the Florida Railroad Commission:

Miles	Fla. Class'n	Con. Class'n	Increase.	% of Incr.
	6th class.	5th class.		
10	13	14	1	7
30	18	20	2	11
50	20	25	5	25
75	25	32	7	28
100	28	34	6	21
150	35	39	4	12

Average percentage of increase for distance shown 17

Rates as shown are in cents per 100 pounds, and do not include the 25% advance required by Order No. 28.

The preceding statements with reference to less than carload shipments deal with items that have been advanced not over three classes, and shows that the approximate general advance is 26.9%.

Following is a list of items, the ratings on which would be advanced by the adoption of Consolidated Classification No. 1:



*Canned Fruits, Fish, Vegetables and Milk, in metal cans,  
in barrels or boxes, L. C. L.*

	Present.	Proposed.		
	Fla. Class'n	Con. Class'n		
Miles	4th class.	3rd class.	Increase.	% of Incr.
10	15	20	5	33
30	23	28	5	21
50	30	35	5	17
80	36	43	7	19
100	39	49	10	26
Average percentage of increase for distance shown				23%

*Citrus Fruit, in boxes, strappe, L. C. L.*

	Present.	Proposed.		
	Fla. Class'n	Con. Class'n		
Miles	Class G.	2nd class.	Increase.	% of Incr.
10	16¼	21	4¾	29
30	16¼	30	13¾	84
50	16¼	38	21¾	133
80	16¼	50	33¾	207
100	16¼	55	38¾	238
150	21¼	63	41¾	196
200	22½	70	47½	211
Average percentage of increase for distances shown				156%

*Cotton, pressed in bales, L. C. L.*

	Present.	Proposed.		
	Fla. Class'n	Con. Class'n		
Miles	Special	1st class.	Increase.	% of Incr.
10	11	24	13	118
30	15	32	17	113
50	19	40	21	110
80	25	52	27	108
100	29	60	31	107
150	34	70	36	105
Average percentage of increase for distances shown				110%

*Cotton, Unginned, packed in bags, L. C. L.*

Miles	Present.	Proposed.	Increase.	% of Incr.
	Fla. Class'n	Con. Class'n		
	Class K.	3rd class.		
10	7	20	13	185
30	9	28	19	211
50	10½	35	24½	233
80	12	43	31	258
100	13	49	36	277
150	15½	59	43½	280
Average increase for distances shown				240%

*Baskets, Fruit, Berry and Vegetable, not willow, ozier or rattan, without tops or handles, nested solid, L. C. L.*

Miles	Present.	Proposed.	Increase.	% of Incr.
	Fla. Class'n	Con. Class'n		
	½ 6th class.	1st class.		
10	6½	24	17½	269
30	9	32	23	255
50	10	40	30	300
80	12½	52	39½	316
100	14	60	46	328
150	17½	70	52½	300
Average increase for distances shown				294%

*Box and Crate Material, Fruit, Berry and Vegetable, wired in bundles or rolls, and Barrel Material, L. C. L.*

Miles	Present.	Proposed.	Increase.	% of Incr.
	Fla. Class'n	Con. Class'n		
	½ 6th class.	4th class.		
10	6½	15	8½	130
30	9	23	14	155
50	10	30	20	200
80	12½	36	23½	188
100	14	39	25	178
150	17½	47	29½	168
Average increase for distance shown				169%

*Cotton Seed, L. C. L.*

Miles	Present.	Proposed.	Increase.	% of Incr.
	Fla. Class'n	Con. Class'n		
	Class D.	3rd class.		
10	6	20	14	233
30	9	28	19	211
50	11	35	24	218
80	14	43	29	207
100	14	49	35	250
150	18	59	41	227

Average percentage of increase for distances shown 224%

*Crackers, Cakes and Bread, in barrels or boxes, L. C. L.*

Miles	Present.	Proposed.	Increase.	% of Incr.
	Fla. Class'n	Con. Class'n		
	5th class.	3rd class.		
10	14	20	6	42
30	20	28	8	40
50	25	35	10	40
80	32	43	11	34
100	34	49	15	44
150	39	59	20	51

Average increase for distances shown 41

*Beets, Carrots, Onions, Parsnips, Turnips, with tops, Squash, Celery, Tomatoes, in boxes or crates, L. C. L.*

Miles.	Present.	Proposed.	Increase.	% of Incr.
	Fla. Class'n	Con. Class'n		
	Class V.	1st class.		
10	20	24	4	20
30	20	32	12	60
50	20	40	20	100
80	20	52	32	160
100	20	60	40	200
150	24	70	46	191
200	26	78	52	200

Average increase for distances shown 133%

*Ice, L. C. L., packed.*

Miles.	Present.	Proposed.	Increase.	% of Incr.
	Fla. Class'n	Con. Class'n		
	Class K.	1st Class.		
10	7	24	17	241
20	8	28	20	250
30	9	32	23	255
40	10	36	26	260
50	10½	40	29½	280
60	11	44	33	300
Average increase for distances shown				264%

*Lumber, L. C. L.*

Miles.	Present.	Proposed.	Increase.	% of Incr.
	Fla. Class'n	Con. Class'n		
	½ of 6th class.	5th class.		
10	6½	14	7½	115
20	7½	17	9½	126
30	9	20	11	122
40	9½	23	13½	142
50	10	25	15	150
60	11½	29	17½	152
Average increase for distances shown				134%

*Plaster and Cement, in bags or barrels, L. C. L.*

Miles.	Present.	Proposed.	Increase.	% of Incr.
	Fla. Class'n	Con. Class'n		
	Class K.	Class 4.		
10	7	15	8	114
30	9	23	14	155
50	10½	30	19½	185
80	12	36	24	200
100	13	39	26	200
Average increase for distances shown				170%



*Turpentine, Spirits of, in barrels, L. C. L.*

Miles.	Present.	Proposed.	Increase.	% of Incr.
	Fla. Class'n	Con. Class'n		
	Class R.	3rd Class.		
10	8	20	12	150
30	10	28	18	180
50	12	35	23	191
80	15	43	28	186
100	17	49	32	188
150	22	59	37	168
Average increase for distances shown				177%

The foregoing rates are in cents per 100 pounds, and do not include 25% advance as provided by General Order No. 28.

The proposed change would lay an increase on these commodities in excess of 164%. The items shown are not items of sporadic movement, but embrace articles of daily and general movement.

As an indication of what these changes mean, your attention is especially called to the proposed rating for citrus fruits, L. C. L. for a distance of 150 miles, which would produce a rate of 50c per standard box. The voluntary rate of the carriers, in effect, on June 24th, 1918, from Jacksonville, Fla., proper, to Atlanta, Ga., a distance of 369 miles, on citrus fruits, less than carload, was 48c per box.

The preceding statements deal with less than carload items that take lettered classes under the Florida Classification, and would be by the adoption of Consolidated Classification, increased to 1st, 2nd, 3rd, or 4th class.

The average increase indicated is 164%.

In addition to the foregoing attention is called to the following list of articles, the ratings on which would be advanced by the adoption of Consolidated Classification in lieu of Florida Classification:

## LESS THAN CARLOAD.

Consolidated  
Florida Class'n. Classification.

Article.	Class.	Class.
Bags, Gunny,	6	3
Boxes, empty, returned, Aerated,		
Carbonated or Mineral Water,	6	1
Broomcorn, packed in barrels,	5	1
Cotton Sweepings, in bags,	6	2
Fertilizer,	M	120% M
Fish, pickled or salted, in barrels,		
half barrels, kegs or kits,	6	3
Insecticides, in barrels, boxes or		
jacketed cans,	K	3
Blow Irons, Plates, Points and		
Wings,	6	3
Lime, in casks or barrels,	K	5
Sausage, smoked,	6	2
Molasses and Syrup (Cane) in		
cans, boxed or jacketed, or in		
kegs, kits, barrels, half barrels		
or hogsheads,	R	4
Pipe, Earthen and Concrete,	6	2
Pitch, in barrels or casks,	K	4
Plaster Boards,	6	3
Pumps, hand, S. U. loose,	5	2
Rags, pressed in bales,	A	2
Rosin, in barrels,	K	4
Rosin, Dross,	K	4
Seed, Beggar Weed,	6	1
Soap Powders,	6	3
Tallow, in barrels,	B	4
Tobacco Sweepings, in bags, bar-		
rels or casks,	M	4

Tongue, Deer, in barrels, bales or boxes,	5	2
Trees and Shrubbery (Nursery Stock),	6	1½
Hay, Fodder and Straw, pressed in bales,	B	5

It will be observed that these commodities are advanced on an average of about four classes each.

These statements indicate only the changes brought about by the elimination of classes E to R, and the theory that no less than carload commodity shall be rated lower than 4th class. There are hundreds of other items that would be advanced by the adoption of Consolidated Classification. Many of them are important, while many of them are unimportant, because they relate to items that rarely ever move. However, the items shown cover such a great proportion of the traffic actually moving as to give a clear indication as to what the proposed change would mean.

The approximate average increases on the different groups are shown as follows:

Items advanced to 4th class or higher,	26.9%
Items advanced from lettered classes to 4th class or higher,	164 %
Items advanced by the elimination of classes E to R,	212 %

The Florida Commissioners wish to repeat the statement made by them at the Atlanta Hearing on Consolidated Classification that in their opinion this is not the time to further disturb business conditions by putting into effect radical and untried theories with reference to either rates or classification.

Following is the testimony of Hon. Chas. E. Elmquist, President of the National Association of Railway and Utilities Commissioners, given before the Senate Committee on Interstate Commerce on January 30th, 1919. The

position taken by Mr. Elmquist is concurred in by the National Association of Railway and Utilities Commissioners, and is endorsed by the Railroad Commissioners of Florida. This is not Mr. Elmquist's testimony in full, but is merely a synopsis of its principal features:

Mr. Elmquist divided his testimony under two heads—things that should be done immediately and things that should be done at an extra session of Congress called to consider and dispose of the railroad question. Under the head of immediate action he urged the following:

"Amending the tenth section of the Federal control act so as to take from the President his asserted power to set aside state and Federal laws or orders of the interstate and state commissions and to initiate rates without suspension or review by the regulating bodies.

Amending the fifteenth section of the same act so as to make it certain that Congress intended to preserve the power of the states over the traffic moving wholly within a state. He contended that there was no real room for controversy on that point, but there was litigation on the subject because of the ignoring, by the Railroad Administration and Postoffice Department, of the reservations carried in the two statutes under which the Federal government had set up an autocracy to deal with transportation matters.

Amending the control act so as to require the Director General to pay final judgments entered against carriers by the courts. At present, unless he elects, he pays no judgments. Under an order from John Barton Payne, chief counsel for the Railroad Administration, claim agents are directed not to pay judgments rendered on verdicts "based on passion or prejudice:" that is, they are to review the findings of juries and courts and exercise their judgement as to whether they will obey the courts.

We ask that Congress immediately dispose of the five year extension plan and arrange for the return of the roads to their owners December 31, 1919.



The state commissions hold that the railroads were taken over for war purposes, and war purposes only; that having been accomplished, "good faith and a square deal to the public demand the return of these roads to their owners at a time when it will not be embarrassing to the country or seriously cripple the transportation machine, and under such legislative safeguards as the people approve. We oppose the five year plan for these reasons:

1. It proposes to continue the present guaranteed compensation of practically a billion dollars a year for five years, as well as the present high rates and high operating costs. Nobody can now foresee what the economic or operating, or financial conditions of these carriers or of the country will be during that five year period.

2. It proposes to continue the alleged war powers of the President to set aside state and federal laws, initiate rates, fix wages, route traffic and consolidate properties and terminals.

3. It continues the uncertain and chaotic condition of rates, rules and practices and denies to the shipper the right to be heard before rates go into effect and purports to suspend laws, passed after serious consideration, for a period of five years. During the period of continuance shippers, claimants, and state officials may be required to bring action against the federal government instead of the roads.

4. It thrusts prominently in the forum the question of government ownership before the valuation of the property of the railroad companies has been completed and before anybody knows what they are worth. Common business sense suggests the wisdom of ascertaining the sum involved before deciding the question.

In his discussion of the things to be considered at the proposed special session Mr. Elmquist devoted himself to the importance of preserving to the states the police power, even if Congress could deprive them of it. He said there were vast stretches of country in which there

must be much railroad construction, raising problems of local interest and importance, and requiring local treatment. He asked if it could be conceived of the people living in the 900 miles between the boundaries of Texas, the distance from Washington to Chicago, being deprived of any say about matters of vital interest in their welfare. The local questions, he submitted, were the ones requiring prompt disposition.

In his discussion of the rate question, Mr. Elmquist said the point the state commissioners desired to emphasize most was that no matter what form of operation, whether private corporation or government, there would be local rate problems that must be taken care of by local people. He said the state commissioners desired to build their plans on the plan suggested by the Interstate Commerce Commission for authorized co-operation between the state and federal authorities. Three times, he pointed out, the federal body had asked Congress to authorize such co-operation. Time and again, in its decisions, the commission had pointed out the necessity for such co-operation, and twice Commissioner Meyer had addressed the national association on the subject, each time having an appreciative audience. He said there was no conflict between the state and federal commissions. Both wanted to try this plan of co-operation in dealing with questions that affect both state and interstate traffic.

Mr. Elmquist took the Railroad Administration and the railroads to task for suggesting that deplorable confusion would ensue in the rate phase of the subject if the railroads were returned, the former if they were returned at all and the latter if they were returned without legislation.

If there is any difficulty it will be due wholly to the lack of foresight of the Director General, to a continuing lack of foresight on his part, I may say, said he, in that he did not file with the state commissions, for their approval, the tariffs he felt should be made operative as

a war measure. He filed them with the Interstate Commerce Commission. That body arranged its files so that, as pointed out by Mr. Clark, when the railroads are returned to their owners there can be no question as to what rates will be in effect. The Railroad Administration President-made rates will be the only lawful ones. He ignored the state commissions. They were neither asked nor afforded an opportunity to arrange their records so as to show the filing of the war rates. Had the state commissions been asked to co-operate, they would have done so as fully as the federal commission did, without any material effect on the revenues of the carriers, but we would have protected local interests which have had to be cared for in subsequent moves by the Railroad Administration.

Even yet there is time for the Director General to file such tariffs for approval by the state commissions and get them properly disposed of so there will be no uncertain status. It is a continuing lack of foresight. Even if the railroads were to go back, without action, they have local and joint committees that could ask for approval of the tariffs, subject to review. We would meet the situation in every phase, just as we have met every other real problem. There need be neither uncertainty nor embarrassment.

As to passenger fares and freight rates fixed by law, the remedy is for the railroads to ask that state commissions be given full power over all rates. The state commissions cannot make either confiscatory or unduly discriminatory rates.

We favor prompt mergers of carrier lines in times of emergency, but Congress should define the terms and provide for their return when the conditions calling for the operation as one system terminates. We favor merger of lines and facilities under the supervision of the Interstate Commerce Commission, with opportunities to the state authorities to present their views for or against

proposed consolidations. The merging of terminals, construction of spur tracks and purely local things like that, should be under the control of local authorities. We favor a limitation on new construction to the necessities under the supervision of the federal authority where the proposed construction affect interstate traffic. Its power should not be exclusive, but in addition to those of the states. We favor the regulation of the issuance of securities under the federal government under rules and regulations requiring the filing of copies of applications with state authorities, thus enabling them to keep in touch with such matters.

As to regional commissions, we favor a proper plan for bringing interstate regulation closer to the people. We believe that can be better done by enlarging the commission. In the absence of such enlargement, Congress might authorize state commissions to act as regional commissions in proper matters.

We don't believe it is proper to remit the wage question to the Interstate Commerce Commission, because consideration of the questions raised by the employees would take too much of the time of the body that was primarily created to consider issues between the carrier and the public that pays the rates from which the compensation of the carriers must be obtained. All its time is required for matters of that kind.

We oppose federal incorporation because that would force sovereign states to come to Congress, their creature for the preservation of the local right of taxation and the exercise of the police powers which are essential to the welfare of the public.

We oppose the creation of a Secretary of Transportation because that would throw the railroads into politics, and make the federal administration responsible for every rate, rule, wage, and every other particular incident to the operation of the carriers.



We favor the elimination of competition wherever it can be done, without endangering the destruction of the service or the destruction of the incentives that bring about the best possible service to the public.

In common with representatives of shippers who have appeared before the committee, Mr. Elmquist complained bitterly of the arbitrary manner in which Mr. McAdoo, when Director General, had raised freight rates without consulting those most affected. He said:

"Under section 10 of the federal control act, permitting the President to initiate rates, the Director-General initiated demurrage, freight and passenger rates, and charges representing an estimated increase of nearly one billion dollars per annum, without giving the shippers or passengers a hearing on the question of the justness or reasonableness, and without consulting state officers as to the effect said action would have upon the laws, practices, rate structures or interests of the states, or on the business of the patrons of the railroads within those states."

The only redress for shippers under the system of rate making adopted by the Railroad Administration, said he, was to complain to the Interstate Commerce Commission after the rates have become effective.

"The Director-General, he said, now has under consideration the establishment of standard class scale rates, standard refrigeration and icing charges, readjustment of lumber rates from the Pacific coast states, and perhaps other adjustments which may vitally affect the shipping interests of the public. It would seem that none of these rate matters is essential to the successful operation of the railroads for war purposes or in times of peace. During the readjustment period the shippers of the country should not be called on to meet rate proposals representing an increase in revenues or a disturbance of commercial conditions."



CONFERENCE BETWEEN REPRESENTATIVES OF  
STATE RAILWAY COMMISSIONS AND HONOR-  
ABLE WALKER D. HINES, DIRECTOR GENERAL  
OF RAILROADS.

At the request of Director General Hines, the Executive and Special War Committees of the National Association of Railway and Utilities Commissioners met in conference with him in Washington, February 19th and 20th, the result of which was most important to the States. As a member of the Special War Committee, Chairman Burr attended this conference.

As a result of this conference, Mr. Hines has issued his Order No. 58, in which he concedes to the exercise of all of the police powers vested in the State Commissions, except over rates, fares and charges, the movement of troops, munitions, war supplies and the issuance of securities, stocks and bonds. Upon the disputed questions of rates, fares and charges, he agreed to join in several test cases to be speeded through by both sides to the Supreme Court of the United States, in order to determine whether the Director General has the right to fix and control intrastate rates and classifications. Under date of February 21st, he directed the following letter to all State Commissions, which was accompanied by his Order No. 58, which is fully set forth here:

*United States Railroad Administration,  
Walker D. Hines, Director General of Railroads,  
Washington, February 21, 1919.*

*Florida Railroad Commission,  
Tallahassee, Florida.*

*Gentlemen:*

It has seemed to me very desirable to have the relationship between the United States Railroad Adminis-

tration and the State Railroad and Public Utility Commissions clarified and a plan worked out by which these public authorities can move forward together in the public interest.

To this end, I invited the Executive and Special War Committees of the National Association of Railway and Utilities Commissioners to confer with me in Washington. This conference was held on the 19th and 20th instants.

After a full and frank discussion of the entire subject, I yesterday issued General Order No. 58, announcing the policy of the United States Railroad Administration in its relationship with the State Commissions and giving appropriate instructions to the officers and employees of the Railroad Administration. An advance copy of General Order No. 58 is enclosed herewith or your information.

There are a number of additional matters which were discussed by the conference, but which could not appropriately be inserted in a General Order. I invite your consideration of these matters.

#### *1. Investigations and Reports of Service Conditions.*

I earnestly desire to accord to the public the best possible service and request the assistance of the State Commissions in investigating and reporting the facts, with their recommendations, with reference to the existing service.

I am asking each State Commissions, in so far as it can conveniently do so, to investigate the character of freight and passenger service, the physical condition of track and equipment, the prompt loading and unloading of equipment, and the general efficiency of the service, in their respective States, and to advise the Railroad Administration of the results of their investigations together with such recommendations as they may desire

to make, transmitting one copy to the Director of Public Service, United States Railroad Administration, Washington, and another copy to the Regional Director.

Such reports will be of very great value to me in indicating the present condition of the service in the various States and in enabling me to make such changes as may be reasonably necessary so as to give to the public the service to which it is entitled.

*2. Formal Complaints Service and Opportunity to Satisfy.*

General Order No. 58 provides a method by which in the classes of proceedings therein specified, before the State Commissions, service can conveniently be made upon the Director General.

It will be helpful to the Railroad Administration if a copy of the complaint in such cases may also be transmitted to the Director of Public Service in Washington and to the Regional Director.

When such complaints are filed, it will be helpful if the Railroad Administration were accorded a reasonable opportunity to investigate the complaint with a view to satisfying it, thus obviating the necessity of formal hearing and order. Any practice which the State Commissions may adopt to attain this end will, I believe, be mutually helpful.

*3. Orders of State Commissions made prior to Federal Control.*

In a number of instances orders affecting service, theretofore made by the State Commissions, were suspended by reason of the Federal control. In at least a number of such instances, the State Commissions will now presumably desire to proceed in these cases. The conference agreed that it would be desirable if in such instances the State Commission affected would send one copy of its order to the Director of Public Service and another copy to the Regional Director, together with a statement to the effect that if the United States Railroad Administra-

tion desires, in view of the altered situation, to have the case reopened for the presentation of additional testimony such procedure will be followed.

4. *Expenditures under orders of State Commissions.*

In connection with paragraph 1 of General Order No. 58, the attention of the State Commissions is invited to the present status of the railroads under Federal Control and the responsibility of the Federal treasury for any deficiencies in operating revenues and it is assumed that expenditures will be ordered only in the light of this status and after full consideration of the bearing of the particular case upon the needs and difficulties of the United States in operating the railroads.

Mr. Max Thelen, Director of Public Service, is in special charge, under my directions, of the relations between the United States Railroad Administration and the State Commissions, and he will always be glad to give prompt and careful consideration to any matters which you may desire to present.

I shall very much appreciate advice from you with reference to the suggestions contained in this letter.

Very truly yours,

WALKER D. HINES.

Director General of Railroads.



**UNITED STATES RAILROAD ADMINISTRATION**

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WASHINGTON, FEBRUARY 20, 1919.

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**GENERAL ORDER NO. 58.**

In order to clarify the relationship between the United States Railroad Administration and the State Railroad and Public Service Commissions, all officers and employees of the United States Railroad Administration shall be governed by the policies and regulations herein set forth.

1. Transportation systems under Federal control continue subject to the lawful police regulations of the several States which were and are applicable to privately operated transportation systems, in such matters as spur tracks, railroad crossings, safety appliances, track, connections, train service, the establishment, maintenance and sanitation of station facilities, the investigation of accidents, and all other matters of local service, safety and equipment. It will be the policy of the Director General to cause the orders of the State Commissions in these matters to be carried out.

2. In all proceedings of the character specified in paragraph 1 hereof, formal or informal, officers and employees of the United States Railroad Administration shall recognize the jurisdiction of the State Commissions and shall assist them in developing the facts



and in applying such remedy as may be necessary and shall fully co-operate with them.

3. In all formal proceedings of the character specified in paragraph 1 hereof, to which the Director General may be a party, he will consider service as having been made on him if made on the Federal Manager or General Manager, as the case may be, of the transportation systems affected, or on such official as the Federal Manager or General Manager, respectively, shall designate and whose name he shall file with the State Commission for that purpose. The Federal Manager, or if none, the General Manager, shall designate to each State Commission an officer conveniently located on whom such service may be made. The legal officers of the United States Railroad Administration are directed to appear in such proceedings and to present fully the facts.

4. The Federal Control Act empowers the President to initiate rates, fares, charges, classifications, regulations and practices by filing the same with the Interstate Commerce Commission, and empowers said Commission to review the justness and reasonableness thereof. The State Commissions take the position that the intrastate rates are nevertheless subject to their jurisdiction, and it will be the policy of the Director General to expedite in every way a final decision by the appropriate tribunal to the question thus raised.

5. The Directors of Traffic and Public Service of the United States Railroad Administration are directed, before authorizing advances of any importance in rates, fares or charges either interstate or state, to submit the same to the State Commissions in the States affected for their advice and suggestions.

6. It is important that the records of the State Commissions be continued intact. Transportation systems under Federal control shall file with the State Commissions, for information, all their rates schedules heretofore or hereafter issued during the period of Federal

control, and annual and other reports and information as to matters within the scope of Federal control requested by State Commissions according to the provisions of State statutes.

7. All officers, agents and employees of the United States Railroad Administration are directed to supply information and render assistance as requested by State Commissions, in accordance with the provisions of this Order.

8. This Order shall be effective on and after its date.

WALKER D. HINES,  
Director General of Railroads.

## OCKLAWAHA VALLEY RAILROAD.

In our Twenty-first Annual Report on pages 5 to 8, inclusive, appeared an account of the facts leading up to the appointment of Mr. H. S. Cummings as Receiver for the Ocklawaha Valley Railroad with authority to operate same.

By an order of the court appointing Mr. Cummings Receiver he was authorized to operate the railroad for one year for the purpose of determining whether or not it could be successfully operated as a common carrier.

Mr. Cummings began operations without any financial assistance; he re-established train schedules on January 26, 1918, and has continued the operation of the road to the present time.

During the year Mr. Cummings expended \$6,484.00 on equipment; \$21,350.20 on roadway, and \$1,968.19 on improvements, making a total expenditure of \$29,802.39. The equipment and roadway had been permitted by the former operators of the property to greatly deteriorate, and at the time Mr. Cummings accepted the receivership it was figured by the former general manager of the property that neither the equipment nor roadway would permit of the continued operation of the property, thus causing a larger expenditure of money for maintenance than should ordinarily be required; but in spite of this, Mr. Cummings has operated the property without loss, and, in fact, shows an income from operations.

We think that the year's operation by the receiver fully warrants the action we have taken in preventing the dismantling of the Ocklawaha Valley Railroad.

The property on the 30th of February was sold under a decree of the Circuit Court of Marion County, Florida, with authority to the purchaser to junk the property, which decree, however, has not been confirmed by the court, and the court has authorized us to intervene in the foreclosure suit for the purpose of opposing the sale of the property for junk.

In the meantime Mr. Cummings continues to operate the road as receiver, and will continue to do so until the matter is finally disposed of by the court.

Thus the Commissioners have kept this road in operation, insuring means of transportation to residents along the line of road.

The Commissioners find no objection whatever to the sale of this property to anyone who will operate it as a common carrier, but they have sought so far, and will continue to seek to prevent the sale of this property for the purpose of junking it and leaving the people along the line of road without transportation.

#### TAVARES AND GULF RAILROAD.

The Tavares and Gulf Railroad runs through one of the best citrus and garden truck sections of the state. The majority of the distance adjacent to this line is in a high state of cultivation. Commencing at Ocoee in Orange County and running to Ellsworth Junction in Lake County, where a connection is made with the Seaboard Air Line. A spur line runs from Watts Junction to Clermont. Repeated complaints had reached the Railroad Commissioners of the unsatisfactory service being rendered and the loss entailed by the shippers due to the inability of the Tavares and Gulf to make prompt and satisfactory delivery to its connection at Ellsworth Junction or Tavares.

After investigating each complaint and satisfying themselves that the complaints were just, the Railroad Commission took the matter up each time with the officials of the railroad with the end in view of having the conditions bettered. To determine just what was necessary to have the line put in a satisfactory condition, Mr. E. M. Windham, Roadmaster of the Seaboard Air Line, with headquarters at Tallahassee, was employed in August of 1918 to make a detailed inspection and report. Upon the

report made an order was issued on the 10th of October to comply with the requirements of Mr. Windham's report within 90 days.

At the expiration of the time an inspection was made by Mr. G. R. Ramsey, Inspecting Engineer for the Railroad Commission, and it was found that the order had not been complied with. Mandamus proceedings were then started in the Supreme Court of the State. Realizing the importance to the shippers of adequate service, the Railroad Commission will continue to make every effort to have them properly and efficiently served.

#### REPORT OF INSPECTING ENGINEER.

The Railroad Commissioners were practically without the services of an Inspecting Engineer from January 3d, 1918, when Mr. Frank P. Damon died, until September 15th, 1918.

Since September 15th the majority of the lines east of Tallahassee have been inspected and reported upon both as to physical condition and equipment.

Due to the fact that over nine months had elapsed between inspections it is not considered advisable at this time to draw comparisons as to the conditions of the various roads then and now. The war conditions have resulted in labor shortages as well as shortage in materials but even with these handicaps the major roads have kept their properties in reasonably good condition. The smaller roads have suffered due to these conditions and have not been able to keep their properties as they should have been kept.

With the return of labor and the reduced demand for steel for export purposes it is hoped that the roads that have been forced by circumstances to neglect the necessary improvements will make an effort to rehabilitate themselves.



## REPORT OF COUNSEL

Tallahassee, Fla., March 1, 1919.

*Hon. R. Hudson Burr,  
Hon. Newton A. Blicht,  
Hon. Royal C. Dunn,  
Railroad Commissioners.*

Sirs:

I submit the following as my report for the year ending February 28, 1919:

### I. PRESENT STATUS OF CASES PENDING AT THE DATE OF MY LAST REPORT.

#### *Penalty Cases.*

1. State vs. Florida East Coast Railway Company, Orange County.

Suit for penalty imposed for violation of Section 2907 of the General Statutes of Florida, being conducted by Mr. Massey.

2. State vs. A. C. L. Railroad Company, Columbia County.

Suit for penalty imposed for violation of Section 2907 of the General Statutes. This suit is awaiting final determination of the suit against the Florida East Coast Railway Company in Orange County.

3. State vs. Georgia Southern & Florida Railroad Company, Columbia County.

Suit for penalty imposed for violation of Section 2907 of the General Statutes. This suit is awaiting final determination of the suit against the Florida East Coast Railway Company in Orange County.

4. State vs. Florida East Coast Railroad, Dade County.

The Court has just sustained a motion to strike all of the defendant's pleas in this case. Defendant's Counsel has announced, that in all probability no further pleas will be filed, and that defendant will permit judgment to be entered on the 3d and 4th counts in the declaration. I am of the opinion that the fines sought to be imposed under the 1st and 2d counts of the declaration in this case cannot be collected. I base this on the decision of the Supreme Court of the United States in *Wadley Southern Railroad Company vs. Georgia*, 59 Law Ed. U. S. 405, rendered since these fines were imposed.

5. State vs. Home Telephone Company, Duval County.

The Court has declined to permit us to proceed further with our suit in this case until the Supreme Court disposes of the appeal taken to the Supreme Court in the suit appointing a receiver to take charge of the property.

6. State vs. Tampa & Gulf Coast Railroad Company, Hillsborough County.

Final judgment has been entered in favor of the State in this case. The appeal was taken and the Circuit Judge has affirmed the judgment of the lower court.

7. State vs. S. A. L. Railroad Company, Hillsborough County.

This case has been settled and fine paid by the defendant.

8. State vs. Marianna Telephone Exchange, Jackson County.

Final judgment in favor of the State has been entered in this case.

9. State vs. Jonah Barfield, doing business as Barfield Telephone Company.

I am advised by the Judge that the papers in this case cannot be found. I am now trying to re-establish the same.

10. State vs. B. L. Brown, doing business as Hastings Telephone Company.

Final judgment has been entered against the defendant in this case for amount of penalty and costs.

*Injunction Suits.*

1. Florida Telephone Company vs. R. Hudson Burr, *et al.*, as Railroad Commissioners.

The Florida Telephone Company took an appeal to the Supreme Court from the order of the Circuit Judge sustaining exceptions to the answer of the Company to our cross bill. Time for the preparation of the record has expired, and the Florida Telephone Company has failed to perfect the appeal, so we can again proceed to a final determination of the case.

2. Florida East Coast Railroad Company vs. R. Hudson Burr *et al.*, as Railroad Commissioners.

Judge Wills held Chapter 7320, being "An Act to make illegal any change for placing or switching a car by the carrier having the line haul and receiving the compensation therefor," unconstitutional. An appeal has been taken to the Supreme Court, and the case is now awaiting decision by that court.

3. State vs. Ocklawaha Valley Railroad Company.

The receiver appointed by the Circuit Judge of the Marion County Circuit Court is still operating the Ocklawaha Valley Railroad Company. On February 3rd the railroad property was sold under a foreclosure decree of the Circuit Court of Marion County, and was sold with authority in the purchaser to "junk" the property. This sale has not been confirmed and the Circuit Court has authorized us to intervene in this case and oppose the confirmation of the sale of the property for junking. No date has been fixed for hearing.

*Statutory Suits.*

1. State vs. Florida East Coast Railway Company.

This case is still awaiting decision of the Supreme Court.

2. State vs. Florida East Coast Railway Company.

This case is still awaiting decision of the Supreme Court.

*Mandamus Cases.*

1. State vs. Atlantic Coast Line Railroad Company and Clyde Steamship Company.

This case is awaiting final decision by the Supreme Court.

*Interstate Commerce Commission Cases.*

1. National Live Stock Exchange et al. vs. Louisville & Nashville Railroad Company et al.

A hearing was held in this matter in April of last year, which hearing was adjourned for further hearing in July. Before the hearing in July the Railroad Administration requested that hearing be postponed, and promised to investigate the charges made by the petitions filed in the case. At that time we hoped for an early decision from the Railroad Administration, but no decision has up to this time been rendered, although we have from time to time been assured that the matter would be disposed of as quickly as possible.

## II.

*Status of Cases Instituted Since Last Report.**Penalty Cases.*

## 1. State vs. Baker County Telephone Company.

Declaration has been only recently filed in this case, and I have been unable to ascertain whether or not pleas have been filed to same.

## 2. State vs. Jonah Barfield, doing business as Barfield Telephone Company.

Declaration has been only recently filed in this case, and I have been unable to ascertain whether or not pleas have been filed to same.

## 3. State vs. Hastings Telephone Company.

Declaration has only been recently filed in this case. I have received advice from the clerk that no pleas have been filed, and I hope to have final judgment entered within the next few weeks.

## 4. State vs. Marianna Telephone Exchange.

Final judgment has been entered in this case against defendant for the amount of penalty and costs.

*Mandamus Cases.*

## 1. State vs. South Georgia Railway Company.

This case is awaiting decision of the Supreme Court on certain questions of pleadings raised by both ourselves and the South Georgia Railway Company. The decision of the court upon the questions raised by these pleadings will, in all probability, determine the case.

## 2. State vs. Tavares &amp; Gul Railroad Company.

This case has just recently been instituted and is not at issue.



*Injunction Suits.*

## 1. State vs. Southern Bell Telephone and Telegraph

Company and Albert S. Burleson, Postmaster General.

Suit against the Postmaster General and the Southern Bell Telephone and Telegraph Company from putting into effect on intrastate toll messages the rates prescribed by the Postmaster General's Order No. 2495 was instituted, in the District Court for the Northern District of Florida upon application for temporary injunction. The Judge of said Court held that he had no jurisdiction over the Postmaster General, and that an injunction against the Telephone Company only would be without any force or effect, and the suit was dismissed by him.

## 2. State vs. Southern Bell Telephone &amp; Telegraph Company and W. S. Henley, Acting Manager.

Upon the United States District Judge deciding that he was without jurisdiction in above suit, this case was brought against the Telephone Company and its Acting Manager in Duval County. A temporary injunction has been granted, enjoining the Telephone Company from continuing in force the telephone toll rates prescribed by the Postmaster General's Order No. 2495, or from continuing any toll rates in force or effect other than those authorized by the Commissioners.

## 3. State vs. W. G. Brorein, Supervisor of Independent Telephone Companies in Florida.

A temporary injunction was obtained in this case against W. G. Brorein, as Supervisor of Independent Telephone Companies in Florida, enjoining him from putting into effect the toll rates prescribed by Postmaster General's Order No. 2495. The injunction in this case has been made permanent. The effect of this injunction is to enjoin the rates prescribed by Postmaster General's Order No. 2495 on the toll lines of all Telephone Companies in Florida, other than the toll lines of the South.

ern Bell Telephone & Telegraph Company. The injunction against the Southern Bell Telephone & Telegraph Company and against W. G. Brorein as Supervisor, prevents all Telephone Companies in Florida from charging the toll rates prescribed by Postmaster General's Order No. 2495 on intrastate toll messages.

Respectfully submitted,  
DOZIER A. DE VANE,

Counsel.

SALARIES AND EXPENSES OF THE RAILROAD  
COMMISSION FOR THE YEAR ENDED DE-  
CEMBER 31, 1918.

*Salaries*

Three Commissioners (\$3,600.00 each) .....	\$ 10,800.00
Secretary .....	1,500.00
Counsel .....	3,600.00

Inspecting Engineer:

Special Inspection T. &

G. R. R. .... \$250.00

G. R. Ramsey from Sept.

16, 1918 ..... 729.16

979.16

Rate Expert ..... 2,000.00

Telephone Engineer, to Oct. 15  
(deceased) ..... 1,417.75

Statistician, to June 30 (re-  
signed) ..... 900.00

Stenographer ..... 1,080.00

Janitor ..... 360.00

\$22,636.91

*Traveling Expenses:*

Three Commissioners .....	1,375.37
Counsel .....	731.40
Inspecting Engineer .....	292.68
Rate Expert .....	618.17
Telephone Engineer .....	613.13
Statistician .....	268.50

\$3,839.25

*Legal Expenses:*

Court costs, testimony, witness, etc. ....	\$ 303.25	
For Solicitor, in matter of valuation of Railroads, under Act of Congress .....	500.00	
	<hr/>	\$803.25

*Other Expenses:*

Stationery, office supplies and expenses .....	524.19
Permanent Furniture and Fixtures .....	268.50

*Printing:*

General .....	\$434.83	
Annual Report .....	993.89	
	<hr/>	\$1,428.72
Freight, express and drayage....		31.08
Telephone rentals and tolls and telegraph .....		371.61
Postage .....		582.94
Law Books and Periodicals....		74.95
Annual dues, National Association Railroad and Utility Commissioners .....		25.00
		<hr/>
Grand Total .....		\$30,586.40

## FINES COLLECTED.

YEAR ENDING FEBRUARY 28, 1919.

Fort Lauderdale Telephone Co., violation of Section 18, Chapter 6525, Laws of Florida..\$	101.00
Seaboard Air Line Railway Co., violation of Rule 15 of the "Rules Governing the Trans- portation of Freight" .....	505.26
	<hr/>
	\$606.26

## FINES IMPOSED.

YEAR ENDING FEBRUARY 28, 1919.

*Order No. 598.*

Baker County Telephone Co., violation of Sec- tion 18 of Chapter 6525, failure to file re- ports of lines and stations .....	\$ 101.00
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*Order No. 599.*

Jonah Barfield, doing business as Barfield Telephone Co., violation Section 18 of Chap- ter 6525; failure to file reports of lines and stations .....	101.00
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*Order No. 600.*

Fort Lauderdale Telephone Co., violation of Section 18 of Chapter 6525; failure to file reports of lines and stations .....	101.00
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*Order No. 601.*

B. L. Brown, doing business as Hastings Telephone Co., violation of Section 18, Chapter 6525; failure to file reports of lines and stations .....	300.00
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*Order No. 602.*

Marianna Telephone Exchange, violation of Section 18 of Chapter 6525; failure to file reports of lines and stations .....	101.00
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*Order No. 622.*

DeSoto County Telephone Co., violation of Section 18 of Chapter 6525, failure to file Annual Report .....	101.00
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*Order No. 623.*

Apalachicola Telephone Co., violation of Section 18 of Chapter 6525; failure and refusal to file annual report .....	101.00
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\$906.00

# TELEPHONE DEPARTMENT

POSTMASTER GENERAL'S ORDER NO. 2495.

## *Classifying and Prescribing Telephone Toll Rates.*

Acting under the authority and power vested in him by a resolution of Congress, the President on July 22d, 1918, took possession and assumed control and supervision of the telegraph and telephone systems in the United States. This control became effective on August 1st and was delegated to be exercised by and through the Postmaster General, A. S. Burleson.

The properties were taken over as a war measure and solely for the national security and defense.

Excepting the appointment of operating officials and the issuance of Order No. 1931, fixing so-called installation charges, the Postmaster General, prior to the signing of the Armistice on November 11th, did not exercise active supervision over telephone properties, but after hostilities had ceased, when no military necessity existed for government control of telephone systems, the Postmaster General issued Order No. 2495, Telegraph and Telephone Service Bulletin No. 22, attempting to prescribe and fix telephone toll rates, which were to be applicable to both interstate and intra-state toll messages over all toll lines in the United States. This order was made effective January 21, 1919.

The resolution of Congress, giving the President authority over the telegraph and telephone systems, vested no power in the President to fix or establish any telegraph or telephone rates, and the proclamation of the President, placing the supervision of these systems under the Postmaster General, gave him no authority over rates.

The rates prescribed in Order 2495 were not submitted to the Railroad Commissioners for examination, criticism or approval and they had no knowledge of what the rates were until a copy of the order was received.

An analysis of these rates disclosed that the Postmaster General had made a radical departure from the system of telephone toll charges in force in this State and that the rates prescribed in his order were an increase over our present rates of from 20 to 75 per cent and would make an average increase of 45 per cent.

The resolution of Congress, authorizing the President to take over the wire lines of the country, specifically provided that nothing in the resolution should be construed to amend, repeal, impair or effect the existing laws or powers of the States in relation to their police regulations, and inasmuch as the resolution of Congress did not authorize the President, or the Postmaster General, in his name, or by his authority, to fix intra-state rates, and further, since the resolution of Congress specifically provided that they should not do so, the Commissioners considered it in line with their duty to do what they could to prevent these unnecessary and illegal increases in telephone rates.

On or about January 1st, the Southern Bell Telephone and Telegraph Company filed a copy of the Postmaster General's Order No. 2495 with the Commissioners, who, on January 6th, declined to approve the rates provided for in this order, and so notified the Southern Bell Telephone and Telegraph Co.

Mr. W. G. Brorein, acting in behalf of all independent telephone companies in Florida, on January 20th, filed a copy of this order with the Commissioners on account of the telephone companies represented by him, and the Commissioners again declined to approve these rates.

Legal proceedings were immediately instituted against both the Southern Bell and W. G. Brorein, Supervisor for the independent companies in Florida, for an injunction

preventing the enforcement of these rates, for toll service over the telephone toll lines within this State, which resulted in an injunction being issued in both cases, the effect of which is to prevent the enforcement of the rates authorized by the Postmaster General in his Order No. 2495 on all intra-state toll messages in Florida.

The injunction against W. G. Brorein, Supervisor for the independent telephone companies, has been made permanent.

If the Commissioners had not opposed the telephone toll rates prescribed by Order No. 2495, for which there was no apparent necessity, these rates would have gone into effect, resulting in a minimum increased cost to users of toll service within the State of Florida of \$100,000.00 per annum, and subscribers would have had to pay this large increase without receiving any corresponding increase or betterment of service.

There is a wide-spread dissatisfaction with government operation of the telephone systems and a consequent demand for their return to private operation. The people do not want centralized control. They want to have some voice in the regulation of the utilities which serve them; regulation which is intimate, direct and responsive, and no doubt these properties will be returned to their owners at an early date.

#### APPROVED PROTECTORS ON ALL TELEPHONE STATIONS IN FLORIDA.

An inspection of the telephone companies operating in the state, made by our Telephone Engineer, disclosed the fact that a large number of telephone stations had been installed without improved protection. On some stations no protectors had been installed and on other stations the type of protector used was of no practical value.

Therefore, in order to protect telephone subscribers from danger and loss of property, and the telephone companies



from resulting damage costs, the Commissioners issued the following circular letter to all telephone companies under their jurisdiction, under date of April 27, 1918:

*Gentlemen:*

The attention of the Commissioners has been called to the fact that a large number of telephone stations in this state are installed without approved protection. In view of this condition and the apparent necessity for adequate protection of life and property, it is the desire of the Commissioners that approved protectors shall be properly installed at the subscribers' premises upon all telephone lines serving both business and residence subscribers, except those lines which are unexposed, in accordance with the following definition:

"An unexposed line is one which is entirely in underground cable or in metal sheathed aerial cable from the Central Office to the building in which the instrument is located.

Approved Protectors consist of Carbon lightning arresters with enclosed cartridge fuses mounted on porcelain bases.

A Protector to be properly installed must be mounted away from the instrument, and as near the entrance of the wires to the building as possible, and must in all cases be effectively grounded."

The Commissioners request that you advise them at once that your Company will install protectors in accord with the above on all of your stations not now so protected, completing the work by July 1st, 1918. If all your stations are now protected in accordance with the above, please so advise the Commissioners at once.

Very truly yours,

For the Commissioners.

GEO. B. AMES,  
Telephone Engineer.



A majority of the telephone companies have complied with our instructions, and it is our purpose to see that all telephone stations are equipped with improved protectors. However, this work has been delayed by reason of the death of our telephone engineer, Mr. Geo. B. Ames, and our inability to replace his services up to the present time.

### INSPECTIONS AND TESTS.

The Commissioners instructed their Telephone Engineer to make tests and inspections of each telephone exchange operated in the state during the year 1918. This important work was stopped by the death of Mr. Ames in October. Up to the time of his death he had inspected and tested the services of sixty-one exchanges at the points listed below:

Arcadia, Avon Park, Bartow, Brooksville, Bowling Green, Crystal River, Cocoanut Grove, Crescent City, Clearwater, Dundee, Dade City, Dunnellon, DeLand, Davie, Dania, Eustis, Enterprise, Frostproof, Fort Myers, Fort Meade, Fort Pierce, Fort Lauderdale, Haines City, Hastings, Homestead, Interlachen, Jensen, Kissimmee, Key West, Lake Wales, LaBelle, Largo, Lake City, Lake Helen, Mulberry, McIntosh, Micanopy, Macclenny, Miami Beach, Miami, Mt. Dora, Okeechobee, Ocala, Orange City, Orlando, Punta Gorda, Pablo Beach, Palatka, Plant City, Sebring, St. Petersburg, Starke, St. Cloud, Stuart, Tarpon Springs, Tampa, Tavares, Vero, Wauchula, Williston, Winter Park.

Considered as a whole, plant and service conditions were found to be good, when taking into consideration the difficulties of securing materials and labor during the period of the war.

Where service conditions were found to be inferior, either due to depleted or deficient equipment, negligence

or other causes, the Telephone Company was instructed to remedy such defects.

Tests of service are made by timing with a stop watch the number of seconds taken to answer calls and recalls.

Representative subscribers are visited and their opinion as to service is secured. A thorough inspection is made of Central Office equipment, including facilities furnished for the comfort and convenience of operatives, and the condition of outside equipment is examined in detail.

The trips of inspection of our engineer have resulted in a marked improvement in service, and by preventative measures have lessened the number of complaints made against telephone companies. The Commissioners are placed in closer touch with the physical and operating conditions of telephone exchanges, and by calling on subscribers and obtaining their views as to the adequacy of service, causes of complaints are removed.

## INFORMAL COMPLAINTS

The records and files of the Commissioners demonstrates the fact that their work has increased rather than decreased during the period of Government operation, for in addition to their ordinary duties, the Commissioners have handled a great many important matters, affecting shippers and the public of Florida, incident to Government control and operation of railroads. This condition is noted in the increased amount of correspondence.

For the sake of economy in printing, applications and complaints relating to various causes are given in summary form.

Whenever possible complaints are handled informally and are in this manner disposed of promptly, saving expenses involved in formal hearings.

Copies of informal complaints against railroad companies, telephone companies, etc., are made and sent to the proper official, who is requested to investigate and give the necessary relief. When mediation cannot be effected in this way, the case is set down for formal hearing. Applications of carriers are also disposed of informally when the questions involved are of minor importance.

During the transition period from war to peace conditions, the Commissioners will undoubtedly be in a position to render invaluable service in the discharge of their duties.

## SUMMARY OF COMPLAINTS.

Complaint with Reference to:	Railroad Companies		Express Companies		Water Carriers		Telephone and Telegraph Companies	
	Formal	Informal	Formal	Informal	Formal	Informal	Formal	Informal
Rates, Fares and Charges .....	...	112	...	...	...	1	...	41
Service .....	...	86	1	14	...	7	2	28
Facilities .....	2	50	...	4	...	...	...	7
Claims .....	...	136	...	12	...	...	...	...
Other Matters .....	10	19	...	1	...	...	...	1
Total .....	12	403	1	31	...	8	2	77

NOTE: The number of complaints tabulated does not represent the number of persons making complaints, for the reason that during the period covered by this report complaints to a greater degree than usual were made collectively. These joint protests, made by communities or organizations, were listed as single complaints.

## SUMMARY APPLICATIONS.

Application With Reference to:	Railroad Companies		Express Companies		Water Carriers		Telephone and Telegraph Companies	
	Formal	Informal	Formal	Informal	Formal	Informal	Formal	Informal
Changes and In- creases in Rates, Fares and Charges.	4	20	...	...	...	6	14	19
Changes and Reduc- tion of Operating Service .....	6	40	...	...	...	3	...	5
Closing Agencies and Offices .....	...	21	...	5	...	...	...	23
Miscellaneous .....	1	4	...	...	...	2	...	...
Total .....	11	85	...	5	...	11	14	47



**ORDERS ENTERED**

ORDER NO. 589,  
FILE NO. 3986.

**TO ALL COMMON CARRIERS BY RAIL, AND SHIPPERS AND RECEIVERS DOING BUSINESS IN THE STATE OF FLORIDA.**

Under date of January 5th, 1918, Director General of Railroads, Hon. W. G. McAdoo, issued his Order No. 3, effective Jan. 21st, 1918, prescribing increased demurrage rates of three dollars for the first day of detention after free time, four dollars for the second day, and for each succeeding additional day the charge to be increased one dollar in excess of that of the preceding day until a maximum charge of ten dollars per car per day should be reached on the eighth day of detention beyond free time, the charge thereafter to be ten dollars per car per day or fraction thereof.

In a spirit of co-operation, and at the request of the Director General, this Commission adopted by Order No. 583 as applicable on intrastate traffic, effective Jan. 21, 1918, the foregoing charges of the Director General. This Order was issued without hearing, and was, therefore, binding only as the order of the Director General gave it force.

It now appears that through improper publication Order No. 3 of the Director General and Fifteenth Section Order No. 225 of the Interstate Commerce Commission never became legally applicable to interstate traffic, which resulted in leaving our Order No. 583 in force as to intrastate traffic, while the orders of the Director General and the Interstate Commerce Commission with reference to interstate traffic were never made effective. On Jan. 29, 1918, Director General McAdoo issued his new demurrage Order No. 7, effective Feb. 10th, 1918, on

all Government controlled railroads, which was on Jan. 30, 1918, approved by Fifteenth Section Order No. 300 of the Interstate Commerce Commission. The demurrage prescribed by this order is materially less than that fixed by our Order No. 583, adopted at the Director General's request. While it is the purpose of this Commission to co-operate with the Director General, it is not our purpose to do so to the point of discrimination against our State shippers.

Ordered that Order No. 583, issued on the 11th day of January, 1918, be and the same is hereby cancelled as of date of issue.

"That any and all demurrage charges on intrastate traffic collected under Order No. 583 up to but not including Feb. 10th, 1918, be settled on basis of the intrastate demurrage rules of this Commission, which were in full force and effect prior to Jan. 11, 1918, and that carriers shall at once make refund of any demurrage collected in excess thereof voluntarily and without action on the part of the claimants."

That from and including Feb. 10th, 1918, the demurrage rules and charges as carried in Director General McAdoo's Order No. 7, issued Jan. 29, 1918, and approved by 15th, Section Order No. 300 of the Interstate Commerce Commission, issued on Jan. 30, 1918, or any supplements to or re-issues thereof, shall be applicable on intrastate traffic in the State of Florida until further order of this Commission.

March 5th, 1918.

ORDER NO. 590,  
FILE NO. 3966.

#### IN THE MATTER OF RATES ON STABLE MANURE ON SEABOARD AIR LINE RAILWAY.

Ordered that the present rates on stable manure in car-load lots between points on the Seaboard Air Line Rail-

way in Florida, per car of 30,000 pounds, as published on page 3 of Seaboard Air Line Railway's Florida Local Freight Tariff No. 2, R. R. No. 3097, as set out in said Notice No. 179, be and the same is hereby cancelled, and in lieu thereof the rating carried in Florida Classification No. 4, which is three-fourths of Class "M," carload minimum weight 24,000 pounds, be and the same is hereby fixed and established as rates on stable manure in carload lots between points on the Seaboard Air Line Railway in Florida.

This order shall become effective on the 20th day of April, A. D. 1918.

ORDER NO. 591,  
FILE NO. T-215.

IN THE MATTER OF ESTABLISHMENT OF TELEPHONE SERVICE BETWEEN BRISTOL AND BLOUNTSTOWN.

ORDERED, That telephone connection between the exchanges of the Bristol Telephone Company and the Riverside Telephone Company be made, so that efficient service may be obtained and messages transferred over said telephone lines between the exchanges of the Bristol Telephone Company and Riverside Telephone Company.

This order shall be effective on and after April 10th, 1918.

That Order No. 570 of the Railroad Commissioners of the State of Florida, made on the 4th day of October, 1917, be and the same is hereby set aside.

ORDER NO. 592,  
FILE NO. T-264.

IN THE MATTER OF TOLL CHARGES OVER THE  
LINES OF WEST PALM BEACH TELEPHONE  
COMPANY.

ORDERED, That the toll rates of the West Palm Beach Telephone Company conform to the following schedule, to-wit:

	Three Minutes or Less	Each Additional Minute.
10 miles and under.....	10c	3c
11 miles to 15 miles....	15c	5c
16 miles to 24 miles....	20c	5c
25 miles to 35 miles....	25c	5c
36 miles to 45 miles....	30c	10c
46 miles to 50 miles....	35c	10c
51 miles to 60 miles....	40c	10c
61 miles to 75 miles....	45c	15c
76 miles to 87 miles....	50c	15c
88 miles to 112 miles....	60c	20c
113 miles to 135 miles....	75c	25c
136 miles to 162 miles....	90c	30c
163 miles to 187 miles....	\$1.00	30c

The mileage for the above rates to be the shortest railroad mileage, unless the shortest pole line mileage is shorter than the shortest railroad mileage, when the pole line mileage will be used.

That Palm Beach and West Palm Beach be treated by the West Palm Beach Telephone Company as one exchange area, and no toll charge shall be made for services rendered between subscribers in said exchange area. The exchange charge to non-subscribers within said exchange area shall be five (5c) cents per call.



All toll rates of the West Palm Beach Telephone Company to Palm Beach shall be the same as to West Palm Beach, and vice versa. That is to say, that no more toll shall be charged for a conversation to Palm Beach than is charged for a conversation to West Palm Beach, or vice versa.

The rates hereby prescribed shall be effective on and after the 1st day of May, 1918, and that the West Palm Beach Telephone Company file its toll tariff in conformity herewith on or before that date.

March 26th, 1918.

ORDER NO. 593,  
FILE NO. 3234.

IN THE MATTER OF DEPOT FACILITIES AT  
APOPKA, FLORIDA.

ORDERED, That the Seaboard Air Line Railway Company be, and it is hereby required to construct and erect at Apopka, Florida, a passenger and freight depot building, which shall contain a waiting room for white passengers, and a waiting room for colored passengers, and a ware-room for freight, in accordance with the blue print hereby accepted and approved by the Commission, and transmitted to it by W. L. Stanley, Assistant to the President of the Seaboard Air Line Railway, under date of April 11, 1918, and on file in the office of said Commission.

Said depot shall be provided with suitable approaches, and the said building and approaches shall be lighted sufficiently for the safety and convenience of passengers.

Said station shall be provided with suitable sanitary closets, one for each sex for the use of white passengers, and one for each sex for the use of colored passengers, in accordance with said blue print.

That said work be prosecuted with all due diligence,



and this order fully complied with on or before ninety days from this date.

April 13th, 1918.

ORDER NO. 594,  
FILE NO. 3999.

IN THE MATTER OF THE APPLICATION OF THE GULF, FLORIDA & ALABAMA RAILWAY COMPANY AND LOUISVILLE & NASHVILLE RAILROAD COMPANY TO CLOSE THEIR FREIGHT STATIONS AT PENSACOLA, FLORIDA, AND THE SEABOARD AIR LINE RAILWAY COMPANY TO CLOSE ITS FREIGHT STATION AT TAMPA, FLA., AT 1 O'CLOCK ON SATURDAYS DURING THE MONTHS FROM MAY 1ST TO SEPTEMBER 30TH, 1918.

ORDERED, That the operation of our Rule 26, afore-said be, and the same is, hereby suspended so far only as to permit the Gulf, Florida & Alabama Railway Company, and the Louisville and Nashville Railroad Company at Pensacola, Florida, and the Seaboard Air Line Railway Company at Tampa, Florida, to close their freight stations at 1 o'clock p. m. on each and every Saturday during the months of May, June, July, August and September in the year 1918 for the purpose of giving the said employees a half holiday in each week during the said months.

This Order shall take effect May 1st, 1918.

April 27th, 1918.

ORDER NO. 595,  
FILES No. 3987 and 3996.

IN THE MATTER OF THE APPLICATION OF CARRIERS TO ADVANCE RATES ON MILEAGE BOOKS, AND APPLICATION TO ADVANCE RATE ON PARTY FARES.

ORDERED, That all of the carriers named and cited in Notice No. 181, are hereby granted permission to substitute in lieu of the present 1000 and 2000 interchangeable Mileage Books sold at \$20.00 and \$40.00 respectively, one interchangeable Mileage Book of the denomination of 1000 mileage coupons, and to increase the rate of fare for said Mileage Book from two cents to two and one-fourth cents per mile.

The carriers named in Notice No. 192 are granted permission to increase the rate of fare on party fares from two cents per mile to two and one-quarter cents per mile.

The change herein authorized shall be effective on and after May 1st, 1918.

April 27th, 1918.

ORDER NO. 596,  
FILE NO. 3999.

IN THE MATTER OF THE APPLICATION OF CERTAIN CARRIERS TO CLOSE THEIR FREIGHT STATIONS AT 1 O'CLOCK ON SATURDAYS DURING THE MONTHS OF MAY, JUNE, JULY, AUGUST AND SEPTEMBER, 1918.

ORDERED, That the operation of our Rule 26, aforesaid, and the same is hereby suspended so far only as to permit the St. Petersburg Transportation Company and the Atlantic Coast Line Railroad Company at Tampa, Florida; the Florida East Coast Railway; Atlantic Coast

Line Railroad Company; Seaboard Air Line Railway Company; Georgia Southern & Florida Railway and Southern Railway at Jacksonville, Florida; the Atlantic Coast Line Railroad Company, Seaboard Air Line Railway Company and Tampa & Jacksonville Railway at Gainesville, Florida, to close their freight stations at 1 o'clock p. m. on each and every Saturday during the months of May, June, July, August and September in the year 1918 for the purpose of giving the said employees a half holiday in each week during the said months.

This Order shall take effect May 1st, 1918.

May 8th, 1918.

ORDER NO. 597,

FILE NO. 2973.

IN THE MATTER OF THE OPERATION BY THE  
SOUTH GEORGIA RAILWAY COMPANY OF PAS-  
SENGER TRAINS BETWEEN PERRY IN TAYLOR  
COUNTY, FLORIDA, AND LOVETT IN MADISON  
COUNTY, FLORIDA.

ORDERED, That the South Georgia Railway Company be, and it is hereby ordered, directed and required to re-establish, reinstate and operate passenger trains Nos. 3 and 4, between Perry, Florida, and Lovett, Florida, heretofore operated by said South Georgia Railway Company upon the same schedule heretofore maintained.

This order shall take effect at 12:01 o'clock a. m. June 2, A. D. 1918, be fully complied with thereafter.

May 22d, 1918.

ORDER NO. 598.

IN THE MATTER OF FILING REPORTS OF LINES  
AND STATIONS.

Violation of Section 18, of Chapter 6525, Laws of Florida.

ORDERED, That the said Baker County Telephone Company has thereby incurred a penalty for such violation, which penalty is hereby fixed and imposed in the sum of One Hundred and One Dollars (\$101.00), which sum the said Baker County Telephone Company is required to pay promptly to the State Treasurer, as provided by law.

May 22d, 1918.

ORDER NO. 599.

IN THE MATTER OF FILING REPORTS OF LINES  
AND STATIONS.

Violation of Section 18, of Chapter 6525, Laws of Florida.

ORDERED, That the said Jonah Barfield, doing business as Barfield Telephone Company, has thereby incurred a penalty, for such violation, which penalty is hereby fixed and imposed in the sum of One Hundred and One Dollars (\$101.00), which sum the said Jonah Barfield, doing business as Barfield Telephone Company, is required to pay promptly to the State Treasurer, as provided by law.

May 22d, 1918.

ORDER NO. 600.

IN THE MATTER OF FILING REPORTS OF LINES  
AND STATIONS.

Violation of Section 18, Chapter 6525, Laws of Florida.

ORDERED, That the said Ft. Lauderdale Telephone Company has thereby incurred a penalty for such violation, which penalty is hereby fixed and imposed in the sum of One Hundred and One Dollars (\$101.00), which sum the said Ft. Lauderdale Telephone Company is required to pay promptly to the State Treasurer, as provided by law.

May 22d, 1918.

ORDER NO. 601.

IN THE MATTER OF FILING REPORTS OF LINES  
AND STATIONS.

Violation of Section 18, of Chapter 6525, Laws of Florida.

ORDERED, That the said B. L. Brown, doing business as Hastings Telephone Company, has thereby incurred a penalty for such violation, which penalty is hereby fixed and imposed in the sum of Three Hundred Dollars (\$300.00), which sum the said B. L. Brown, doing business as Hastings Telephone Company, is required to pay promptly to the State Treasurer, as provided by law.

May 22d, 1918.

ORDER NO. 602.

IN THE MATTER OF FILING REPORTS OF LINES  
AND STATIONS.

Violation of Section 18, of Chapter 6525, Laws of Florida.

ORDERED, That the said Marianna Telephone Exchange has thereby incurred a penalty for such violation, which penalty is hereby fixed and imposed in the sum of One Hundred and One Dollars (\$101.00), which sum the said Marianna Telephone Exchange is required to pay promptly to the State Treasurer, as provided by law.

May 22d, 1918.



ORDER NO. 603,  
FILE NO. 4004.

IN THE MATTER OF THE APPLICATION TO PERMIT THE FREIGHT STATIONS AT ORLANDO AND Ocala TO BE CLOSED ON THURSDAY AT 12 O'CLOCK NOON, AND AT LAKE CITY TO BE CLOSED AT 12 O'CLOCK NOON ON SATURDAY, FROM MAY 23rd TO SEPTEMBER 30th, 1918, INCLUSIVE.

ORDERED, That the operation of Rule No. 26, aforesaid, be and the same is hereby suspended so far only as to permit the Atlantic Coast Line Railroad Company and Seaboard Air Line Railway Company to close their freight stations in Ocala and Orlando at 12 o'clock noon on each and every Thursday; and said Atlantic Coast Line, Seaboard Air Line and Georgia Southern & Florida Railway to close their freight stations in the City of Lake City at 12 o'clock noon on each and every Saturday, from May 23d to September 30th, 1918, inclusive, for the purpose of giving the said employees a half holiday in each week during the said months.

May 23d, 1918.

ORDER NO. 604,  
FILE NO. 3961.

IN THE MATTER OF EXPRESS SERVICE AT FT. LAUDERDALE, FLORIDA.

Ordered that the Southern Express Company be, and it is hereby, required to accept and receive express for transportation from the river dock, wharf or platform on New River adjacent to and directly south of the railroad platform or depot of the Florida East Coast Railway Company at Ft. Lauderdale, Fla.

This order shall be effective on and after June 1st, 1918.  
May 27th, 1918.

ORDER NO. 605,  
FILE NO. T-181.

IN THE MATTER OF THE APPLICATION OF THE  
LAKE COUNTY TELEPHONE COMPANY TO  
CHANGE AND INCREASE ITS TELEPHONE  
RATES IN EUSTIS, FLORIDA.

Ordered that the following schedule of rates for telephone service in Eustis be, and the same are, hereby allowed, prescribed and required to be used and observed:

Exchange area is area within the city limits of Eustis.

RATES INSIDE EXCHANGE AREA.

*Wall Telephones:*

Business One Party .....	\$2.50	Per	Month
Business Two Party .....	2.00	"	"
Business Extension .....	1.00	"	"
Residence One Party .....	2.00	"	"
Residence Two Party .....	1.75	"	"
Residence Four Party .....	1.50	"	"
Residence Extension .....	1.00	"	"

*Desk Telephones:*

For Desk Telephones instead of Wall Telephones add 25c per month to the above rates.

RATES OUTSIDE EXCHANGE AREA.

*Wall Telephones:*

Business Six Party .....	\$2.00	Per	Month
Business Eight Party .....	1.50	"	"
Business Extension .....	1.00	"	"

Residence Six Party .....	2.00	"	"
Residence Eight Party .....	1.50	"	"
Residence Extension .....	1.00	"	"

*Desk Telephones:*

For Desk Telephones instead of Wall Telephones add 25c per month to above rates.

MISCELLANEOUS RATES AND SERVICES.

Applying to Business and Residence Service alike, either Inside or Outside Exchange Area.

Extension Bell ..... 25c Per Month

*Moving Charge:*

Moving Station from one location to another, \$1.00. This charge not made when the primary term of the subscriber's contract has expired, provided the subscriber signs a renewal contract.

*Tourist Rates:*

Based on Six Months' Service.

The regular monthly rate on Annual Contract plus 50% thereof with privilege of change to Annual Contract after six months, the same to be payable from month to month until the full annual contract rate for one year has been paid, when service shall be rendered for the full remaining part of the year without further payment. Collection of these Tourist Rates shall be subject to the same collection rules as apply to Annual Rates.

The rates hereby prescribed shall be effective on and after July 1st, 1918, and the Lake County Telephone Company is hereby required to file its schedule of rates with

this Commission in accordance herewith on or before said date.

May 28th, 1918.

ORDER NO. 606,  
FILE NO. T-181.

IN THE MATTER OF THE APPLICATION OF THE  
LAKE COUNTY TELEPHONE COMPANY TO  
CHANGE AND INCREASE ITS TELEPHONE  
RATES IN TAVARES, FLORIDA.

ORDERED, That the following schedule of rates for  
telephone service in Tavares be and the same are hereby  
allowed, prescribed and required to be used and observed:

Exchange area is area within the city limits of  
Tavares.

*Rates Inside Exchange Area.*

	Per Month
Wall Telephones:	
Business, One Party.....	\$ 2.50
Business, Two Party.....	2.00
Business, Extension .....	1.00
Residence, One Party.....	2.00
Residence, Two Party.....	1.75
Residence, Four Party.....	1.50
Residence, Extension .....	1.00

Desk Telephones: For Desk Telephones instead of Wall  
Telephones add 25c per month to the above rates.

*Rates Outside Exchange Area.*

	Per Month
Wall Telephones:	
Business, Six Party.....	\$ 2.00
Business, Eight Party.....	1.50

Business, Extension .....	1.00
Residence, Six Party.....	2.00
Residence, Eight Party.....	1.50
Residence, Extension .....	1.00

Desk Telephones: For Desk Telephones instead of Wall Telephones add 25c per month to above rates.

#### *Miscellaneous Rates and Services.*

Applying to business and residence service alike, either inside or outside exchange area.

Extension Bell, per month.....\$ .25

Moving Charge: Moving station from one location to another, \$1.00. This charge not made when the primary term of the subscriber's contract has expired, provided the subscriber signs a renewal contract.

Tourist Rates: Based on six months service.

The regular monthly rate on Annual Contract plus 50% thereof with privilege of change to Annual Contract after six months, the same to be payable from month to month until the full annual contract rate for one year has been paid, when service shall be rendered for the full remaining part of the year without further payment. Collection of these Tourist Rates shall be subject to the same collection rules as apply to Annual Rates.

The rates hereby prescribed shall be effective on and after July 1st, 1918, and the Lake County Telephone Company is hereby required to file its schedule of rates with this Commission in accordance herewith, on or before said date.

May 28th, 1918.



ORDER NO. 607,  
FILE NO. T-191.

IN THE MATTER OF THE APPLICATION OF THE  
LAKE COUNTY TELEPHONE COMPANY TO  
CHANGE AND INCREASE ITS TELEPHONE  
RATES IN MT. DORA, FLORIDA.

ORDERED, That the following schedule of rates for  
telephone service in Mt. Dora, be and the same are hereby  
allowed, prescribed and required to be used and observed:

Exchange area is area within the city limits of Mt.  
Dora.

*Rates Inside Exchange Area.*

	Per Month
Wall Telephones:	
Business, One Party.....	\$ 2.50
Business, Two Party.....	2.00
Business, Extension .....	1.00
Residence, One Party.....	2.00
Residence, Two Party.....	1.75
Residence, Four Party.....	1.50
Residence, Extension .....	1.00

Desk Telephones: For Desk Telephones instead of  
Wall Telephones add 25c per month to the above rates.

*Rates Outside Exchange Area.*

	Per Month
Wall Telephones:	
Business, Six Party.....	\$ 2.00
Business, Eight Party.....	1.50
Business, Extension .....	1.00
Residence, Six Party.....	2.00
Residence, Eight Party.....	1.50
Residence, Extension .....	1.00

Desk Telephones: For Desk Telephones instead of  
Wall Telephones add 25c per month to above rates.

*Miscellaneous Rates and Services.*

Applying to business and residence service alike, either inside or outside exchange area.

Extension Bell, per month.....\$ .25

Moving Charge: Moving station from one location to another, \$1.00. This charge not made when the primary term of the subscriber's contract has expired, provided the subscriber signs a renewal contract.

Tourist Rates: Based on six months service.

The regular monthly rate on Annual Contract plus 50% thereof with privilege of change to Annual Contract after six months, the same to be payable from month to month until the full annual contract rate for one year has been paid, when service shall be rendered for the full remaining part of the year without further payment. Collection of these Tourist Rates shall be subject to the same collection rules as apply to Annual Rates.

The rates hereby prescribed shall be effective on and after July 1st, 1918, and the Lake County Telephone Company is hereby required to file its schedule of rates with this Commission in accordance herewith, on or before said date.

May 28th, 1918.

ORDER NO. 608,  
FILE NO. T-181.

IN THE MATTER OF THE APPLICATION OF THE  
LAKE COUNTY TELEPHONE COMPANY TO  
CHANGE AND INCREASE ITS RATES IN GROVE-  
LAND, FLORIDA.

Ordered that the said matter be, and the same is, hereby dismissed.

May 28th, 1918.

ORDER NO. 609,  
FILE NO. T-291.

BEFORE THE RAILROAD COMMISSIONER OF THE  
STATE OF FLORIDA.

IN THE MATTER OF THE APPLICATION OF THE  
UMATILLA TELEPHONE COMPANY TO CHANGE  
AND INCREASE ITS TELEPHONE RATES IN  
UMATILLA, FLORIDA.

Ordered that the application of the Umatilla Telephone Company to change and increase its rates in Umatilla, Florida, be suspended until such time as said Telephone Company shall have rebuilt and improved that part of its exchange necessary to be rebuilt, and now under contemplation of being rebuilt, when upon a re-application of the said Umatilla Telephone Company said matter will be called up for further hearing.

May 28th, 1918.

ORDER NO. 610,  
FILE NO. T-277.

IN THE MATTER OF THE APPLICATION OF THE  
SOUTHERN BELL TELEPHONE & TELEGRAPH  
COMPANY TO INCREASE AND CHANGE ITS  
TELEPHONE RATES IN CHIPLEY, FLORIDA.

ORDERED, That the following schedule of rates for telephone service in Chipley be and the same are hereby allowed, prescribed and required to be used and observed:

Exchange area is area within the city limits of Chipley.  
Unlimited service.

*Rates Inside Exchange Area.*

Wall Telephone Equipment. <i>Class of Service:</i>	Rate Per Month
Business, 1 party flat rate.....	\$ 3.00*
Business, 1 party flat rate, joint user...	1.00
Business, 2 party flat rate.....	2.50*
Business, 2 party flat rate, joint user...	1.00
Business, 4 party flat rate.....	2.50* See Note
Business, 4 party flat rate, joint user...	1.00 See Note
Business, 1 party inward .....	2.00*
Business, Long Distance Toll Terminal.	2.00*
Business, Extension .....	1.00*
Residence, 1 party flat rate.....	2.00*
Residence, 1 party flat rate, joint user..	.50
Residence, 2 party flat rate.....	1.50*
Residence, 2 party flat rate, joint user..	.50
Residence, 4 party flat rate.....	1.50* See Note
Residence, 4 party flat rate, joint user..	.50 See Note
Business, extension .....	1.00*

Desk Telephone Equipment: For Desk Telephone instead of Wall Telephone add 25 cents to the above rates marked with a star, thus:\*

*Rates Outside Exchange Area.*

Additional rate for extra distance beyond Exchange Area, 42 cents per month per one-fourth mile or fraction thereof. This charge to be prorated between two-party and four-party stations.

NOTE: Four-party service is not offered within Exchange Area. This rate is shown here only as the basic rate for four-party service Outside Exchange Area.

The rates hereby prescribed shall be effective on and after July 1st, 1918, and the Southern Bell Telephone & Telegraph Company is hereby required to file its schedule

of rates with this Commission in accordance herewith,  
on or before said date.

June 1st, 1918.

ORDER NO. 611,  
FILE NO. T-279.

IN THE MATTER OF THE APPLICATION OF THE  
SOUTHERN BELL TELEPHONE & TELEGRAPH  
COMPANY TO INCREASE AND CHANGE ITS  
TELEPHONE RATES IN GRACEVILLE, FLORIDA.

Ordered that the following schedule of rates for tele-  
phone service in Graceville be, and the same are hereby,  
allowed, prescribed and required to be used and observed:

EXCHANGE AREA IS AREA WITHIN THE CITY LIMITS OF  
GRACEVILLS.

Unlimited Service.

RATES INSIDE EXCHANGE AREA.

*Wall Telephone Equipment.*

Class of Service:	Rate Per Month.
Business, 1 party flat rate.....	\$2.50*
Business, 2 party flat rate joint user....	1.00
Business, 2 party flat rate.....	2.00*
Business, 2 party flat rate joint user....	1.00
Business, 4 party flat rate.....	2.00* See Note
Business, 4 party flat rate joint user....	1.00 See Note
Business, long distance toll terminal....	2.00*
Business, extension .....	1.00*
Residence, 1 party flat rate .....	1.50*
Residence, 1 party flat rate joint user....	.50



Residence, 2 party flat rate .....	1.25*
Residence, 2 party flat rate joint user....	.50
Residence, 4 party flat rate .....	1.25* See Note
Residence, 4 party flat rate joint user....	.50 See Note
Residence, extension .....	1.00*

*Desk Telephone Equipment:*

For Desk Telephone instead of Wall Telephone add 25 cents to the above rates marked with a star, thus: \*

*Rates Outside Exchange Area:*

Additional rate for extra distance beyond Exchange Area, 42 cents per month per one-fourth mile or fraction thereof. This charge to be prorated between two party and four party stations.

Note: Four party service is not offered within Exchange Area. This rate is shown here only as the basic rate for four party service Outside Exchange Area.

Ordered the rates hereby prescribed shall be effective on and after July 1st, 1918, and the Southern Bell Telephone & Telegraph Company is hereby required to file its schedule of rates with this Commission in accordance herewith on or before said date.

June 1st, 1918.

ORDER NO. 612,  
FILE NO. T-280.

IN THE MATTER OF THE APPLICATION OF THE  
SOUTHERN BELL TELEPHONE & TELEGRAPH  
COMPANY TO INCREASE AND CHANGE ITS  
TELEPHONE RATES IN GREEN COVE SPRINGS,  
FLORIDA.

ORDERED, That the following schedule of rates for telephone service in Green Cove Springs be and the same

are hereby allowed, prescribed and required to be used and observed:

Exchange area is area within the city limits of Green Cove Springs.  
Unlimited service.

*Rates Inside Exchange Area.*

Wall Telephone Equipment. <i>Class of Service:</i>	Rate Per Month
Business, 1 party flat rate.....	\$ 3.00*
Business, 1 party flat rate, joint user...	1.00
Business, 2 party flat rate.....	2.50*
Business, 2 party flat rate, joint user...	1.00
Business, 4 party flat rate.....	2.50* See Note
Business, 4 party flat rate, joint user...	1.00 See Note
Business, long distance toll terminal...	2.00*
Business, Extension .....	1.00*
Residence, 1 party flat rate.....	2.00*
Residence, 1 party flat rate, joint user..	.50
Residence, 2 party flat rate.....	1.50*
Residence, 2 party flat rate, joint user..	.50
Residence, 4 party flat rate.....	1.50* See Note
Residence, 4 party flat rate, joint user..	.50 See Note
Business, extension .....	1.00*

Desk Telephone Equipment: For Desk Telephone instead of Wall Telephone add 25 cents to the above rates marked with a star, thus:\*

*Rates Outside Exchange Area.*

Additional rate for extra distance beyond Exchange Area, 42 cents per month per one-fourth mile or fraction thereof. This charge to be prorated between two-party and four-party stations.

NOTE: Four-party service is not offered within Ex-

change Area. This rate is shown here only as the basic rate for four-party service Outside Exchange Area.

ORDERED, The rates hereby prescribed shall be effective on and after July 1st, 1918, and the Southern Bell Telephone & Telegraph Company is hereby required to file its schedule of rates with this Commission in accordance herewith, on or before said date.

June 1st, 1918.

ORDER NO. 613,  
FILE NO. T-282.

IN THE MATTER OF THE APPLICATION OF THE  
SOUTHERN BELL TELEPHONE & TELEGRAPH  
COMPANY TO INCREASE AND CHANGE ITS  
TELEPHONE RATES IN PALATKA, FLA.

Ordered that the following schedule of rates for telephone service in Palatka be, and the same are hereby, allowed, prescribed and required to be used and observed:

EXCHANGE AREA IS AREA WITHIN THE CITY LIMITS OF  
PALATKA.

Unlimited Service.

*Rates Inside Exchange Area.*

*Wall Telephone Equipment:*

Class of Service:	Rate Per Month.
Business, 1 party flat rate.....	\$3.50*
Business, 1 party flat rate joint user....	1.00
Business, 2 party flat rate .....	3.00*
Business, 2 party flat rate joint user....	1.00

Business, 4 party flat rate .....	3.00*	See Note
Business, 4 party flat rate joint user....	1.00	See Note
Business, 1 party inward .....	2.00*	
Business, long distance toll terminal....	2.00*	
Business, extension .....	1.00*	
Residence, 1 party flat rate.....	2.00*	
Residence, 1 party flat rate joint user....	.50	
Residence, 2 party flat rate .....	1.50*	
Residence, 2 party flat rate joint user....	.50	
Residence, 4 party flat rate.....	1.50*	See Note
Residence, 4 party flat rate joint user....	.50	See Note
Residence, extension .....	1.00*	

#### *Desk Telephone Equipment:*

For Desk Telephone instead of Wall Telephone add 25 cents to the above rates marked with a star, thus: \*

#### *Rates Outside Exchange Area:*

Additional rate for extra distance beyond Exchange Area, 42 cents per month per one-fourth mile or fraction thereof. This charge to be prorated between two party and four party stations.

Note: Four Party Service is not offered within Exchange Area. This rate is shown here only as the basic rate for Four Party Service Outside Exchange Area.

The rates hereby prescribed shall be effective on and after July 1st, 1918, and the Southern Bell Telephone & Telegraph Company is hereby required to file its schedule of rates with this Commission in accordance herewith on or before said date.

June 1st, 1918.

ORDER NO. 614,  
FILE NO. T-283.

IN THE MATTER OF THE APPLICATION OF  
SOUTHERN BELL TELEPHONE & TELEGRAPH  
COMPANY TO CHANGE AND INCREASE ITS  
TELEPHONE RATES IN SANFORD, FLORIDA.

ORDERED, That the following schedule of rates for  
telephone service in Sanford be and the same are hereby  
allowed, prescribed and required to be used and observed:  
Exchange area is area within the city limits of Sanford.

*Rates Inside Exchange Area.*

Wall Telephone Equipment.	Rate Per
<i>Class of Service:</i>	Month
Business, 1 party flat rate.....	\$ 3.50*
Business, 1 party flat rate, joint user...	1.00
Business, 2 party flat rate.....	3.00*
Business, 2 party flat rate, joint user...	1.00
Business, 4 party flat rate.....	3.00* See Note
Business, 4 party flat rate, joint user...	1.00 See Note
Business, 1 party inward .....	2.00*
Business, long distance toll terminal...	2.00*
Business, extension .....	1.00*
Residence, 1 party flat rate.....	2.00*
Residence, 1 party flat rate, joint user..	.50
Residence, 2 party flat rate.....	1.50*
Residence, 2 party flat rate, joint user..	.50
Residence, 4 party flat rate.....	1.50* See Note
Residence, 4 party flat rate, joint user..	.50 See Note
Residence, extension .....	1.00*

Desk Telephone Equipment: For Desk Telephone in-  
stead of Wall Telephone add 25 cents to the above rates  
marked with a star, thus:\*



*Rates Outside Exchange Area.*

Additional rate for extra distance beyond Exchange Area, 42 cents per month per one-fourth mile or fraction thereof. This charge to be prorated between two-party and four-party stations.

NOTE: Four-party service is not offered within Exchange Area. This rate is shown here only as the basic rate for four-party service Outside Exchange Area.

The rate hereby prescribed shall be effective on and after July 1st, 1918, and the Southern Bell Telephone & Telegraph Company is hereby required to file its schedule of rates with this Commission in accordance herewith, on or before said date.

June 1st, 1918.

ORDER NO. 615,  
FILE NO. T-278.

IN THE MATTER OF THE APPLICATION OF  
SOUTHERN BELL TELEPHONE & TELEGRAPH  
COMPANY TO INCREASE AND CHANGE ITS  
TELEPHONE RATES FOR GENEVA, FLORIDA.

Ordered that the following schedule of rates for telephone service in Geneva be, and the same are hereby, allowed, prescribed and required to be used and observed:

EXCHANGE AREA IS AREA WITHIN ONE MILE RADIUS FROM  
CENTRAL OFFICE.

Unlimited Service.

*Rates Inside Exchange Area.**Wall Telephone Equipment:*

Class of Service:	Rate Per Month.
Business, 1 party flat rate .....	\$2.50*
Business, 1 party flat rate joint user....	1.00
Business, 2 party flat rate .....	2.00*
Business, 2 party flat rate joint user....	1.00
Business, 4 party flat rate .....	2.00* See Note
Business, 4 party flat rate joint user....	1.00 See Note
Business, long distance toll terminal....	2.00*
Business, extension .....	1.00*
Residence, 1 party flat rate .....	1.50*
Residence, 1 party flat rate joint user....	.50
Residence, 2 party flat rate .....	1.25*
Residence, 2 party flat rate joint user....	.50
Residence, 4 party flat rate .....	1.25* See Note
Residence, 4 party flat rate joint user....	.50 See Note
Residence, extension .....	1.00*

*Desk Telephone Equipment:*

For Desk Telephone instead of Wall Telephone add 25 cents to the above rates marked with a star, thus: \*

*Rates Outside Exchange Area:*

Additional rate for extra distance beyond Exchange Area, 42 cents per month per one-fourth mile or fraction thereof. This charge to be prorated between two party and four party stations.

Note: Four Party Service is not offered within Exchange Area. This rate is shown here only as the basic rate for four party Service Outside Exchange Area.

The rates hereby prescribed shall be effective on and

after July 1st, 1918, and the Southern Bell Telephone & Telegraph Company is hereby required to file its schedule of rates with this Commission in accordance herewith on or before said date.

June 1st, 1918.

ORDER NO. 616,  
FILE NO. T-281.

IN THE MATTER OF THE APPLICATION OF THE  
SOUTHERN BELL TELEPHONE & TELEGRAPH  
COMPANY TO INCREASE AND CHANGE ITS  
TELEPHONE RATES IN OVIEDO, FLORIDA.

ORDERED, That the following schedule of rates for telephone service in Oviedo be and the same are hereby allowed, prescribed and required to be used and observed:

Exchang area is area within one mile radius from central office.

Unlimited service.

*Rates Inside Exchange Area.*

Wall Telephone Equipment: <i>Class of Service:</i>	Rate Per Month
Business, 1 party flat rate.....	\$ 2.50*
Business, 1 party flat rate, joint user...	1.00
Business, 2 party flat rate.....	2.00*
Business, 2 party flat rate, joint user...	1.00
Business, 4 party flat rate.....	2.00* See Note
Business, 4 party flat rate, joint user...	1.00 See Note
Business, long distance toll terminal...	2.00*
Business, extension .....	1.00*
Residence, 1 party flat rate.....	1.50*
Residence, 1 party flat rate, joint user..	.50
Residence, 2 party flat rate.....	1.25*
Residence, 2 party flat rate, joint user..	.50

Residence, 4 party flat rate.....	1.25* See Note
Residence, 4 party flat rate, joint user..	.50 See Note
Residence, extension .....	1.00*

Desk Telephone Equipment: The Desk Telephone instead of Wall Telephone add 25 cents to the above rates marked with a star, thus:\*

*Rates Outside Exchange Area.*

Additional rate for extra distance beyond Exchange Area, 42 cents permonth per one-fourth mile or fraction thereof. This charge to be prorated between two-party and four-party stations.

NOTE: Four-party service is not offered within Exchange Area. This rate is shown here only as the basic rate for four-party service Outside Exchange Area.

The rates hereby prescribed shall be effective on and after July 1st, 1918, and the Southern Bell Telephone & Telegraph Company is hereby required to file its schedule of rates with this Commission in accordance herewith on or before said date.

June 1st, 1918.

ORDER NO. 617,  
FILE NO. 3925.

IN THE MATTER OF THE APPLICATION OF THE  
GEORGIA & FLORIDA RAILWAY TO REDUCE  
SERVICE AND CHANGE SCHEDULE.

ORDERED, That the petition of the Georgia & Florida Railway to reduce its train service between Madison, Florida, and the State Line, be and the same is hereby granted.

The schedule for the mixed train to be operated between Madison, Florida, and the Florida-Georgia State Line, is hereby prescribed as follows:

Leave Madison 5:30 A. M.

Arrive Madison 4:00 P. M. on return trip.

This order becomes effective on and after 12:01 A. M.  
June 15th, 1918.

ORDER NO. 618.

IN THE MATTER OF FILING ANNUAL REPORT.

ORDERED, That this proceeding against the Georgia  
& Florida Railway be and the same is hereby dismissed.  
June 15th, 1918.

ORDER NO. 619,  
FILE NO. 4006.

IN THE MATTER OF THE CLOSING OF THE VIA-  
DUCT FREIGHT STATION OF THE ATLANTIC  
COAST LINE RAILROAD COMPANY IN JACKSON-  
VILLE, FLORIDA.

The Railroad Commissioners find from the evidence  
that for the purpose of conserving cars, which is neces-  
sary, at this time, the Atlantic Coast Line Railroad Com-  
pany is justified in closing its Viaduct-Sub Station.

ORDERED, That the Atlantic Coast Line Railroad  
Company be, and it is hereby authorized to close its Via-  
duct-Sub Station in Jacksonville, Florida.

That this order be effective on and after July 22, 1918.  
July 17th, 1918.



ORDER NO. 620,  
FILE NO. T-284.

IN THE MATTER OF THE APPLICATION OF THE  
COCOANUT GROVE PUBLIC UTILITIES COM-  
PANY TO CHANGE ITS TELEPHONE RATES IN  
COCOANUT GROVE AND VICINITY.

Ordered that the petition of the Cocoanut Grove Public Utilities Company be, and the same is hereby, dismissed.

August 30th, 1918.

ORDER NO. 621,  
FILE NO. T-308.

IN THE MATTER OF REPAIRS AND IMPROVE-  
MENTS TO HASTINGS TELEPHONE COMPANY.

Ordered that the Hastings Telephone Company be, and it is hereby ordered, directed and required:

1. To secure a new and better location for its Central Office, preferably an upstairs location, and to remove its present Central Office and equipment to said new location.
2. To install a new switchboard with not less than fifteen cord circuits therein for local and long distance service, together with all necessary equipment connected therewith.
3. To put all stations in good condition, including the installation of approved protectors at every station; replacing the cords where worn and noisy with new cords; installing mouthpieces where none are on telephones; installing new receivers and receiver shells where necessary; doing all necessary work to each station to put the same in good working condition.
4. To put the outside plant in good condition by replacing telephone poles in places where poles are now rot-

ten, or are down, and to put up such additional poles as are necessary ;to equip all poles with necessary cross-arms, pins and insulators, or brackets and insulators, including replacement where those now in use are rotten or in bad condition, to tie in all wires to their appropriate insulators, and tighten up all slack wires, and do all work necessary on leads and lines to give adequate service to the public and patrons of said Telephone Company.

The Commissioners direct that the said Hastings Telephone Company in making said repairs and improvements, follow as near as practical, the suggestions contained in the report of George B. Ames, their Telephone Engineer, dated the 29th day of June, 1918, a copy of which has been furnished said Hastings Telephone Company.

The work hereby directed to be done shall be commenced immediately and shall be completed within six months from the date of this order.

September 5th, 1918.

ORDER NO. 622.

IN THE MATTER OF FILING ANNUAL REPORT BY  
THE DESOTO COUNTY TELEPHONE COMPANY.

Violation of Section 18, of Chapter 6525, Laws of Florida.

ORDERED, That the DeSoto County Telephone Company has thereby incurred a penalty for such violation, which penalty is hereby fixed and imposed in the sum of One Hundred and One Dollars (\$101.00), which sum the said DeSoto County Telephone Company is required to pay promptly to the State Treasurer, as provided by law  
September 6th, 1918.

**ORDER NO. 623.**

**IN THE MATTER OF FILING ANNUAL REPORT BY  
THE APALACHICOLA TELEPHONE COMPANY.**

Violation of Section 18, Chapter 6525, Laws of Florida.

**ORDERED,** That the Apalachicola Telephone Company has thereby incurred a penalty for such violation, which penalty is hereby fixed and imposed in the sum of One Hundred and One Dollars (\$101.00), which sum the said Apalachicola Telephone Company is required to pay promptly to the State Treasurer, as provided by law.  
September 6th, 1918.

**ORDER NO. 624.**

**IN THE MATTER OF FILING ANNUAL REPORT BY  
NOMA TELEPHONE COMPANY.**

Violation Section 18, Chapter 6525, Laws of Florida.

**ORDERED,** That the proceedings against the Noma Telephone Company be, and the same are hereby dismissed.

September 6th, 1918.

**ORDER NO. 625.**

**IN THE MATTER OF FILING ANNUAL REPORT BY  
THE BUNNELL TELEPHONE COMPANY.**

Violation Section 18, Chapter 6525.

**Ordered** that the proceedings against the Bunnell Telephone Company be, and the same are hereby, dismissed.  
September 6th, 1918.

ORDER NO. 626,  
FILE NO. 2962.

IN THE MATTER OF REPAIRS AND IMPROVEMENTS TO THE ROAD-BED, RIGHTS OF WAY, TRACKS AND OTHER FIXTURES AND EQUIPMENT OF THE TAVARES & GULF RAILROAD COMPANY.

ORDERED, That the Tavares & Gulf Railroad Company be and it is hereby ordered, directed, and required to make the following repairs and improvements to its road-bed, tracks, side tracks, spur tracks and switches so as to make the same safe for operation by installing and replacing the materials here designated in each mile of road as follows:

*Main Line Elsworth Junction to Ocoee, 29 Miles.*

Elsworth Junction		Ties		Prs.		No.	
		Required	Trestle	Angle	Track	No.	
		Now	Ties	Bars	Bolts	Rails	
	to 1 M. P...	1,100	..	...	50	..	
1	to 2 M. P...	950	..	83	304	2	
2	to 3 M. P...	700	14	168	748	..	
3	to 4 M. P...	1,100	7	126	560	..	
4	to 5 M. P...	1,150	..	165	636	..	
5	to 6 M. P...	1,250	..	142	676	..	
6	to 7 M. P...	1,100	19	155	611	..	
7	to 8 M. P...	900	..	111	477	..	
8	to 9 M. P...	1,200	..	45	196	1	
9	to 10 M. P...	900	..	30	209	..	
10	to 11 M. P...	1,100	..	20	139	3	
11	to 12 M. P...	1,000	..	17	94	1	
12	to 13 M. P...	1,000	..	17	108	3	
13	to 14 M. P...	900	..	16	102	5	
14	to 15 M. P...	900	..	16	103	5	

15 to 16 M. P...	700	..	12	49	..
16 to 17 M. P...	950	10	18	55	10
17 to 18 M. P...	900	..	19	56	20
18 to 19 M. P...	500	..	63	191	10
19 to 20 M. P...	550	..	19	75	10
20 to 21 M. P...	500	5	18	74	15
21 to 22 M. P...	500	..	7	42	..
22 to 23 M. P...	700	..	3	5	..
23 to 24 M. P...	750	..	27	54	..
24 to 25 M. P...	700	..	11	6	..
25 to 26 M. P...	600	..	28	110	1
26 to 28 M. P...	300	..	...	16	..
27 to 28 M. P...	300	..	...	16	..
28 to 29 M. P...	300	..	...	16	..
	<hr/>	<hr/>	<hr/>	<hr/>	<hr/>
	23500	55	1336	5778	86

*Clermont Branch Waits Junction to Clermont, 6 Miles.*

Waits Junction:

to 1 M. P....	800	..	40	137	..
1 to 2 M. P....	900	..	48	132	5
2 to 3 M. P....	900	..	34	159	5
3 to 4 M. P....	900	..	26	183	..
4 to 5 M. P....	700	..	44	249	..
5 to 6 M. P....	900	..	63	251	1
	<hr/>	<hr/>	<hr/>	<hr/>	<hr/>
	5100	..	255	1111	11

*Main Line Switches, Elsworth Junction to Ocoee.*

Astatula—Two sets switch ties.

Montverde—One set switch ties, one frog.

Waits Junction—One set switch ties, one switch stand.  
south switch.

Waits Junction—One set switch ties, adjust switch.

West Apopka—One set switch ties, one frog.



Killarney Spur—One set switch ties, set up guard rails at frog.

Oakland Spur—One set switch ties, set up guard rails.

Tildenville—Two sets switch ties, replace bolts in frogs.

Brayton—One set switch ties.

Winter Garden—Yard—four sets switch ties, spur track fertilizer warehouse, one set switch ties.

Ocoee—One set switch ties in switch leading to Pounds Packing House. One set switch ties in switch leading to Exchange Packing House. Two sets switch ties leading to "Y" track.

*Main Line Switches on Clermont Branch, Waits Junction to Clermont.*

Black Still Spur—One set switch ties, one frog.

Minneola—One set switch ties.

Clermont Yard—Lake Side spur, one set switch ties.

Shop Track—One set switch ties, one switch.

*Side Tracks Main Line—Elsworth Junction to Ocoee.*

	Ties Required Now.	Trestle Ties.	Prs. Angle Bars.	No. Track Bolts.	No. Rails.
Astatula .....	30	..	7	40	..
West Apopka ...	30	..	7	37	..
Montverde .....	100	..	11	62	..
Y. Track Waits Junction .....	100	..	13	60	..
Killarney .....	50	..	12	61	..
Oakland .....	50	..	17	49	..
McKinnon .....	..	..	7	31	..
Tildenville .....	50	..	1	48	..
Brayton .....	50	..	2	21	..
Winter Garden Yard .....	100	..	24	199	..

Warehouse Spur. . .	..	7	34	..
Ocoee .....	..	..	..	..
Pounds Packing				
House .....100	..	..	8	..
Exchange Packing				
House ..... 80	..	7	29	..
Y. Tracks .....200	..	..	25	..
—	—	—	—	—
940	..	116	705	..

*Side Tracks on Clermont Branch, Waits Junction to  
Clermont.*

	Ties Required Now.	Trestle Ties.	Prs. Angle Bars.	No. Track Bolts.	No. No. Rails.
Black Still .....	20	..	1	3	..
Minneola .....	25	..	1	15	..
Clermont .....	..	..	..	..	..
Lake Side Spur. .125	..	..	9	61	..
Shop Track .....100	..	..	8	40	..
—	—	—	—	—	—
270	..	..	19	119	..

That in addition to the tie replacements above ordered, that two additional ties to each rail length of thirty feet be added, making sixteen ties to each rail length; this number of ties being necessary to make said road safe for operation on account of the condition of the present light rail.

The work above directed to be done shall be commenced immediately and performed as rapidly as possible and shall be completed within three months from the date of this order.

After the completion of this work the said Tavares & Gulf Railroad Company shall make replacements in ties within twelve months thereafter on each mile of its railroad as follows:

*Main Line Elsworth Junction to Ocoee, 29 Miles.*

Elsworth Junction	Ties Required in 12 months
to 1 M. P. ....	240
1 to 2 M. P. ....	240
2 to 3 M. P. ....	140
3 to 4 M. P. ....	277
4 to 5 M. P. ....	240
5 to 6 M. P. ....	262
6 to 7 M. P. ....	210
7 to 8 M. P. ....	234
8 to 9 M. P. ....	216
9 to 10 M. P. ....	245
10 to 11 M. P. ....	182
11 to 12 M. P. ....	160
12 to 13 M. P. ....	123
13 to 14 M. P. ....	138
14 to 15 M. P. ....	135
15 to 16 M. P. ....	186
16 to 17 M. P. ....	150
17 to 18 M. P. ....	185
18 to 19 M. P. ....	229
19 to 20 M. P. ....	230
20 to 21 M. P. ....	257
21 to 22 M. P. ....	220
22 to 23 M. P. ....	204
23 to 24 M. P. ....	205
24 to 25 M. P. ....	307
25 to 26 M. P. ....	342
26 to 27 M. P. ....	608
27 to 28 M. P. ....	608
28 to 29 M. P. ....	609

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 7,382

*Clermont Branch, Waits Junction to Clermont, 6 Miles.*

		Ties Required in 12 months
Waits Junction		
to 1 M. P.	.....	180
1 to 2 M. P.	.....	187
2 to 3 M. P.	.....	221
3 to 4 M. P.	.....	212
4 to 5 M. P.	.....	172
5 to 6 M. P.	.....	220
		<hr/>
		1,192

*Side Tracks Main Line—Elsworth Junction to Ocoee.*

		Ties Required in 12 months
Astatula	.....	20
West Apopka	.....	..
Montverde	.....	25
Y. Track Waits Junction	.....	52
Killarney	.....	..
Oakland	.....	..
McKinnon	.....	..
Tildenville	.....	..
Brayton	.....	..
Winter Garden Yard	.....	71
Warehouse Spur	.....	..
Ocoee	.....	..
Pounds Packing House	.....	21
Exchange Packing House	.....	..
Y. Track	.....	140
		<hr/>
		329

That the Tavares & Gulf Railroad Company perform all this work in a proper workman-like manner, and in mak-

ing repairs and improvements hereby ordered to follow the suggestions contained in the report of E. M. Windham, Inspector, dated the 6th day of September, 1918, copy of which has been furnished said Tavares & Gulf Railroad Company. (

ORDER NO. 627,  
FILE NO. 1573-U.

IN THE MATTER OF AMENDMENT TO FLORIDA  
CLASSIFICATION NO. 4.

ORDERED, That Florida Classification No. 4, of the Railroad Commissioners of the State of Florida, on page 29, item 12, which now reads as follows:

*Class*

Cotton, unginned, packed in bags, C. L. .... M

Be and the same is hereby amended to read as follows:

Cotton, unginned, packed in bags, or in bulk, C. L. M

That this amendment be issued as Supplement No. 4, to Florida Classification No. 4.

That this Order become effective on and after the 9th day of December, 1918.

November 8th, 1918.

ORDER NO. 628,  
FILE NO. 3738-A.

IN THE MATTER OF TEMPORARY SUSPENSION  
OF CLASS P. RATES.

ORDERED, That the terms of Order No. 582 be extended to and including the 31st day of December, 1919, as to the roads named in said Order No. 582, and that this Order be made applicable to the Tavares & Gulf Railroad from January first, 1919.



After the 31st day of December, 1919, this Order shall no longer be effective, and the class P rates prescribed in Order No. 431 will then be in full force and effect as to all of the aforesaid carriers.

December 3d, 1918.

ORDER NO. 629,  
FILE NO. 4005.

IN THE MATTER OF FREIGHT AND PASSENGER  
RATES FOR GULF COAST RAILWAY.

ORDERED, That the following schedule of freight rates be allowed and prescribed for the use of the Gulf Coast Railway, the same to be governed by the Classification of the Florida Railroad Commission, from and after this date:

DISTANCES	CLASS RATE IN CENTS Perr 100 Pounds														Per Barrel	Per 100 Pounds	Per Ton 2,000 Pounds		Per Car Load			Per 100 Pounds
	1	2	3	4	5	6	A	B	C	D	E	H	F	K	L	M	N	O	P	R		
10 miles and under.....	30	27	24	20	18	15	11	10	11	9	19	21	16	7	.75	1.10	8.00	10.00	5.00	8		
20 miles and over 10 miles.	34	31	28	23	21	17	15	12	12	10	21	24	18	8	.90	1.20	11.00	12.00	7.00	9		
30 miles and over 20 miles.	38	35	31	26	24	19	17	14	14	11	23	27	20	9	1.05	1.30	14.00	14.00	8.00	10		
40 miles and over 30 miles.	42	38	34	28	26	21	19	15	15	11	25	30	22	10	1.20	1.40	16.00	15.00	9.00	11		

The local mileage rates on sugar cane to sugar and syrup factories as shown on page 223, and rates on cotton, pressed in bales, as shown on pages 223 and 224, the local mileage rates on fruits and vegetables, as shown on pages 225, 226 and 227, and rates on phosphate, as shown on page 222 of the said Commissioner's 21st Annual Report, are hereby prescribed for the said Gulf Coast Railway, and

That the said railway be allowed the following passenger rates:

Straight one-way fare, 4c per mile.

Round-trip ticket, good for five days, exclusive of day of sale, 3c per mile.

December 18th, 1918.

## RULES AND REGULATIONS

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**For the Government of the Transportation of  
Persons and Property by Common Carriers  
in Florida, as Revised to Date.**

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RAILROAD COMMISSION, STATE OF FLORIDA.

TALLAHASSEE, FLA., MARCH 1, 1919.

The following Rules and Regulations are prescribed for the government of the transportation of persons and property by the railroad companies and common carriers doing business wholly or in part within the State of Florida, all others conflicting herewith being hereby repealed.

R. HUDSON BURR, *Chairman*,  
NEWTON A. BLITCH,  
ROYAL C. DUNN,  
*Commissioners.*

LEWIS G. THOMPSON, *Secretary.*

## SECTION 1—GENERAL RULES

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### COMPLAINTS.

1. All complaints made to the Commission shall be in writing and shall distinctly set forth the grounds of complaint. In like manner all defenses shall be in writing, and shall distinctly set forth the grounds of defense.

### MONTHLY AND ANNUAL REPORTS.

2. Each railroad company shall make and file in the office of the Commission by the last day of each month a report of its earnings and operating expenses for the preceding month, according to the form prescribed by the Commission. Also, by the last day of each month shall make monthly report to the Commissioners of the number of miles or fractions thereof of main line, the branches, spurs and side tracks constructed during the month previous to the making of the report; shall report the constructions of depots or other buildings, giving the dimensions of such depots or other buildings; shall report all agreements entered into with other railroad companies for the construction of joint terminal facilities or union depots, or terms of agreement for participation in terminals or depot facilities of other companies. Also, on or before the first day of September of each year an annual report of its earnings, operating expenses and general operations for the preceding year ending June 30, in accordance with Section 10, Railroad Commission Law, approved June 3, 1899. The monthly reports to be verified by the affidavits of the general manager (if there be one) or by superintendent or other principal officer in charge, and the treasurer or auditor; the an-



nual reports to be verified by the affidavits of the president, superintendent or general manager, and auditor or treasurer.

### SECRET REDUCTIONS, REBATES, ETC.

3. There shall be no secret reductions of rates of freight and passenger fares, and no rebates, draw-backs or other advantages in any form shall be given or paid, either directly or indirectly, upon shipments made or service rendered to any person not allowed to all persons under like circumstances and conditions, but the same shall be uniform to all, and public.

### POSTING SCHEDULES, ETC.

4. Each railroad company shall post in a conspicuous place and keep the same continually posted, at each of its stations where there are agents, a copy of the schedule of freight and passenger rates revised and adopted for the use of such company by the Commission; a copy of all the rules and regulations prescribed by the Commission for the government of the transportation of freight and passengers applicable on its lines of road, and a copy of the official classification; also copies of all changes made, whether the same shall be made by such railroad company or by the Commissioners; also a table of distances between each station; and when any change in said schedule of rates or classification is made, a copy of the said change shall be immediately furnished the office of said Commissioners and shall be posted in the same manner as above.

### RATES APPLYING IN BOTH DIRECTIONS.

5. The rates prescribed by the Commission shall (except in cases specified) apply in either direction.

## BASIS OF COMPUTING RATES.

As Amended, Effective April 1, 1917, by Order No. 548.

6. When any shipment is tendered to any common carrier for movement from one point in this State to another point in this State, without shipping instructions, such shipment may be forwarded to its destination by any available route, and any route lying wholly within this State, or from one point to another point within this State over the high seas by which the initial movement of such shipment can be made over the line of such receiving carrier, and by which such shipment will be delivered safely and promptly, will be deemed available; but in any such case the total charges for such shipment shall not exceed the charges applicable by the available route over which the lowest charges for transportation apply. This rule shall not be construed to prohibit the receiving carrier from forwarding such shipment by a route other than one lying wholly within this State, provided the shipment can thereby be promptly and safely delivered; and provided further, that the charges for such shipment by way of such route not lying wholly within this State shall not exceed the charges by the route lying wholly within this State over which the lowest charges for the transportation apply.

## INCREASED RATES.

7. In no case shall any railroad or common carrier doing business wholly or in part within the State of Florida, advance or increase any special rate or other rates, demurrage charges, storage or wharfage charges without first submitting the proposed increased rate or rates, demurrage, storage or wharfage charges to the Railroad Commissioners and receiving their approval.

### BOOKS AND PAPERS TO BE FURNISHED.

8. Each railroad company or common carrier doing business in the State of Florida shall furnish to the Railroad Commission on demand any books or papers in the possession of said railroad company or common carrier, and a written transcript or copy of any paper in the possession of said railroad company or common carrier which may appear to the Commission as necessary to aid them in the discharge of their duty.

### TRAFFIC ARRANGEMENT, ETC., BETWEEN RAILROADS.

9. Copies of all rate sheets, tariffs and circular orders issued, and all contracts and agreements between railroad companies, as to the rates of freight and passenger tariffs, and all arrangements and agreements whatever as to the division of earnings of any kind by competing or connecting lines of railroad doing business in this State, shall be submitted to the Commission for inspection, revision and approval.

### RIGHT TO MODIFY OR SUSPEND RULES.

10. The Commissioners reserve the right to suspend or modify the enforcement of any of their rules, regulations, rates, etc., at discretion, when, in their opinion, the conditions are such that a strict enforcement of the same would work hardship or injustice.

### RULES, HOW NOT TO BE CONSTRUED.

11. Whenever, in any of the Rules prescribed by the Commissioners, common carriers are required to per-

form or not to perform any act or acts, such requirements shall not be construed to be so absolute, as to deprive a common carrier of any excuse which the law regards as sufficient for the non-performance or the performance of such act or acts.

#### RAILROADS MUST REPORT WRECKS.

12. Every railroad company shall report to the Railroad Commissioners immediately by telegram, any wreck, either of passenger or freight train, that may occur on its line in this State, giving as nearly as possible the cause of the wreck, the extent of the damage to the equipment and the track, and the number of persons killed or wounded; and such telegram shall be followed with a full written statement, made within five days thereafter, giving full details of the above matters, and the names and addresses of the persons killed or wounded, whether employes, or others.

All other accidents, wrecks, derailments and explosions which occur on the line of any common carrier shall be reported by such carrier within five days after the occurrence, and such report shall contain a full written statement, giving the full details of the cause of the wreck, the extent of damage to equipment and track, and the number of persons killed or wounded.

This rule shall not apply to simple derailments of freight cars or yard engines when switching or shifting in yards, except when some person is killed or injured, in which case a report shall be made as in other cases.

#### CARRIERS SHALL POST NOTICE OF REGULATIONS

13. All common carriers shall post in their stations and in their cars all such notices pertaining to the regulations of their business as the Railroad Commissioners may direct.

**CARRIERS MUST REPORT FREE PASSES.**

14. Every common carrier shall report on or before the 15th day of each calendar month a certified list showing for the calendar month last preceding all passes, tickets or mileage books issued free, or for other than actual *bona fide* money consideration at full established rates, together with the names of the recipients thereof, the reasons for issuing the same, the points of origin and destination, and the amounts received therefor, or the consideration thereof.

**CARRIERS SHALL MAKE REFUND OF OVER-CHARGES.**

15. Every charge for transportation made by any common carrier in excess of the rates or fares prescribed by the Railroad Commissioners for such services including overcharges due to misrouting by the carrier, will be deemed and treated as a violation or disregard of such prescribed rates, or of the schedule, ruling or regulation fixing such rates or fares, unless within three months after the collection by the carrier of such excessive charge, the carrier shall refund the excessive amount so collected, whether a claim be made for such amount or not. Demanding excessive charges and refusing to deliver freight until the same shall be paid will be likewise construed. This rule shall not apply to those cases where, for any reason, an examination of the records of the carrier fails to reveal the fact that the excessive charge has been made.



## SECTION 2—RULES GOVERNING THE TRANSPORTATION OF PASSENGERS

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### BAGGAGE.

1. Each passenger shall be entitled to free transportation of baggage not exceeding 150 pounds in weight.

### LESS THAN MAXIMUM RATES MAY BE CHARGED.

2. Railroads will not be prohibited from charging less than the rates prescribed for the transportation of passengers, provided such charge is not an unjust discrimination in favor of or against persons or localities.

### MINIMUM FARE.

3. Ten (10) cents as a minimum fare may be collected where the regular fare would be less than that sum.

### COMPUTATIONS OF FRACTIONS.

4. Where the fare for any distance does not end in 0 or 5, sums ending in  $2\frac{1}{2}$  or over may be counted as 5, and sums less than  $2\frac{1}{2}$  as 0. For example, for  $42\frac{1}{2}$  cents collect 45, and for 42 cents collect 40. Nothing in this rule shall prevent any railroad company from giving the exact change in cents.

### FREE OR REDUCED RATES, EXCURSIONS, ETC.

5. A railroad company shall not be prevented from the free carriage of destitute or homeless persons transported by charitable societies and the necessary agents employed in such transportation, or from the issuance of

mileage, excursion, commutation or round trip passenger tickets, or from giving free carriage to its own officers and employees; or to prevent the principal officers of any railroad company or companies from exchanging passes or tickets with other railroad companies for their officers and employees; or free carriage or reduced rates to persons in charge of live stock shipped from the points of shipment to destination and return, or from issuing second-class tickets, for the holders of which second-class tickets so issued second-class accommodations shall be furnished.

#### POSTING ARRIVAL OF DELAYED TRAINS.

6. It shall be the duty of any railroad operating in the State of Florida to keep a bulletin board of sufficient size at every open telegraph station along its line where such train is scheduled to stop, on which shall be plainly posted the schedule time of arrival of all its passenger trains; and when any passenger train on any such railroad shall be behind the schedule time more than thirty minutes it shall be the duty of said railroad to promptly bulletin and keep posted at every such open telegraph station along its line in the direction which said train is going, the time such train is behind the schedule time.

Such notice of late trains shall be bulletined not less than half an hour before the schedule time of arrival of said train, but passengers acting upon this information will do so at their own risk.

A copy of this rule, printed in large type, shall be posted at top of bulletin board at all open telegraph stations.

#### COLLECTION OF CASH FARES.

7. Passengers boarding railroad trains at any station where there is a ticket office duly kept open for at least

thirty minutes before the departure of a passenger train may be charged not exceeding 15 cents extra passenger fare if they do not present ticket to the conductor for their transportation; provided, however, that this rule shall not apply in cases where the connection between trains is too close to permit passengers to purchase tickets.

All railroad companies are required to post a printed copy of this order at one or more conspicuous places in their ticket office, such notice to be printed on cardboard in large type.

8. Rescinded.

**RAILROADS MUST PROVIDE FIRES, LIGHTS, ETC.**

9. All railroad and terminal companies are required at all their regular agency stations:

(1) To provide fires in the waiting rooms whenever fires are necessary for the comfort of the traveling public.

(2) To light the waiting rooms and the approaches to trains, after dark, sufficiently for the comfort and the safety of the traveling public.

(3) To keep the waiting rooms in a clean and sanitary condition.

(4) To keep a sufficient supply of good drinking water for the traveling public.

**RAILROADS SHALL OPERATE A SUFFICIENT  
NUMBER OF COACHES.**

10. All railroad companies shall operate on each passenger train a sufficient number of comfortable passenger coaches to provide seats for such number of passengers as they may reasonably expect for the daily travel on such train.

**COACHES MUST BE HEATED, LIGHTED, ETC.**

11. All railroads and other companies owning or operating passenger coaches (which shall include sleeping cars and chair cars are required:

(1) To heat them whenever necessary for the comfort of the passengers.

(2) To light them sufficiently after dark.

(3) To keep in each of such coaches a sufficient supply of good drinking water for the passengers, and to keep each of such coaches supplied with suitable and serviceable sanitary or sterilized drinking cups, which shall be placed or kept so as to be at all times easily accessible to passengers, and which may be supplied from dispensing or vending machines or otherwise, and said cups may be furnished free or, at the option of the carrier, a charge of not exceeding one cent for each cup may be made by the railroad companies whose duty it is made to supply the same.

(4) To keep them in a clean and sanitary condition.

(5) To see that no passenger is permitted to monopolize more than one seat when seats are required for other passengers. In sleeping cars the sale of one berth shall entitle the passengers, when the berths are not made up in the section, to one-half of the section; but the sale of a day seat shall entitle the passenger to but one seat in a section. It is hereby made the special duty of all train conductors and of all sleeping car and chair car conductors, in their respective cars, to enforce this fifth paragraph of Rule 11, but a failure by them so to enforce it will be deemed a violation thereof on the part of the company.

**RAILROADS CAN NOT DISCONTINUE PASSENGER TRAINS WITHOUT PERMISSION.**

12. No railroad company shall discontinue running

any regular train carrying passengers, either wholly or in part, without the consent of the Railroad Commissioners, previously obtained.

Written application for such consent must be made at least ten days before the date for the proposed discontinuance, but the Railroad Commissioners may, in their discretion, shorten the time of application for good cause shown.

This rule does not apply to a passenger train or trains put on for special occasions, such as fairs, carnivals, conventions, excursions and the like.

#### **TRAINS CARRYING PASSENGERS MUST STOP AT REGULAR STOPS.**

13. Trains carrying passengers must stop at regular stations where they are scheduled to stop, and must stop on flag at flag stations where they are scheduled to stop.



## SECTION 3—RULES GOVERNING THE TRANSPORTATION OF FREIGHT

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### CONNECTING RAILROADS UNDER THE SAME MANAGEMENT.

1. All connecting railroads, which are under the management or control, by lease, ownership or otherwise, of one and the same company, and all connecting roads, the majority of whose stock is owned or controlled either directly or indirectly by one of the connecting lines, shall, for the purpose of transportation, in applying their schedules of freight rates, be considered as constituting but one and the same road, and the rates shall be computed as upon parts of one and the same road, unless otherwise specified. The fact that each of said roads has a separate board of directors shall not prevent the application of this rule. Whenever any railroad company owns and operates in connection with its road, and for the purpose of transporting its cars, freight or passengers, any steamer or other water craft, such steamer or water craft shall be deemed a part of its said road.

### MAXIMUM RATES MAY BE REDUCED.

2. The schedule of rates allowed and adopted by the Railroad Commissioners for each road are maximum rates which shall not be transcended. They may, however, carry at less than the rates allowed and adopted, provided that if they carry for less for one person they shall, for the like service, under similar circumstances and conditions, carry for the same lessened rates for all persons except as mentioned hereafter; and if they adopt less freight rates for one station they shall make a reduction of the same per cent. at all stations along the line of

road, so as to make no unjust discriminations as against any person or locality. But when, at any point within this State, there are competing lines of transportation, any railroad company injuriously affected thereby may, at such connecting point, make rates below those allowed or adopted, to meet such competition, without making a corresponding reduction along the line of road.

The Commissioners may entertain application for temporary modification of so much of this rule as requires the general reduction of rates to all stations when made to any station, when in their judgment a local and temporary cause may justify such modification, as, for instance, epidemic, floods, droughts, storms or other exigencies.

#### NO COMMON CARRIER SHALL REFUSE TO ACT AS SUCH.

3. No common carrier shall decline or refuse to act as such to transport any article proper for transportation, and a failure to transport such article within a reasonable time after the same has been offered for transportation shall be deemed a violation of this rule. This term common carrier is used in this rule in the sense defined in the Statutes of the State of Florida relating to the Railroad Commissioners, and this rule is to be construed as applying to common carriers under the jurisdiction of the Railroad Commissioners.

#### COMPUTATION OF PERCENTAGES.

4. In the computation of percentages, if, after the percentage prescribed shall have been added or subtracted, as the case may be, should there be a fraction, any fraction of a cent less than one-half cent shall be discarded, and any of one-half cent or over may be counted as one cent.

### RATES ON SMALL SHIPMENTS.

5. The minimum charge on a single shipment of one class from one consignor to one consignee shall be computed at the actual weight at the class or commodity rate to which it belongs, provided the charge shall not be less than twenty-five cents.

If the shipment contains articles in different classes, and in separate packages, the charges shall be computed at the actual weight of each package at the class or commodity rate to which it belongs, provided, the aggregate charge on the shipment shall not be less than twenty-five cents.

If a package contains articles in two or more classes, the charge shall be computed at the actual weight of the package at the highest class or commodity rate to which any of the articles belong, provided the charge shall not be less than twenty-five cents.

### FREE OR REDUCED RATES.

6. Railroad companies shall not be prevented from the carriage, storage or handling of property free or at reduced rates, for charitable puposes, or to and from fairs and expositions for exhibition thereat.

7. Rescinded.

### SHIPPERS TO LOAD AND UNLOAD.

8. Consignors and consignees will be required to load and unload bulk freight in carloads, unless otherwise provided by special agreement.

### CHARGES FOR HANDLING HEAVY FREIGHT.

9. The charges for handling extra-heavy freight may be as follows:

Under 2,000 pounds, no charge for extra handling.  
2,000 pounds and under 3,000, \$3.00 for extra handling.  
3,000 pounds and under 4,000, \$5.00 for extra handling.  
4,000 pounds and under 5,000, \$7.00 for extra handling.  
5,000 pounds and under 6,000, \$8.00 for extra handling.  
6,000 pounds and under 7,000, \$10.00 for extra handling.  
Over 7,000 pounds, subject to special contract.

#### CARLOAD SHIPMENTS.

10. (1) In all cases in which the classification provides a rate of per 100 pounds, per ton, or per barrel, giving to carload shipments lower rates than apply to less than carload shipments, the standard minimum weight of a carload shall be 24,000 pounds, unless otherwise specified. Where the actual weight loaded in a car is in excess of the minimum weight, such excess may be charged for in proportion to carload rates; provided, that in no case shall the amount collected on less than a carload exceed the price per carload.

(2) When a number of different articles, all of which are in the same class, are shipped at one time by one consignor to one consignee and one destination, in carloads, such car or cars shall be taken at the carload rate per 100 pounds and at the highest minimum carload weight established for either of the articles contained in the car, actual weight to be so charged for if in excess of such carload minimum. When, however, article shipped as above are in classes N. O. or P., the lowest carload minimum weight shall be taken. This clause of the rule shall apply only when the consignor or the consignee is the actual owner of the property.

(3) Carload rates apply to the carload and more made by one shipper at one time to one and the same point of delivery to the same consignee, although the same may, in

fact, be carried by the railroad to the point of delivery, in lots less than the amount recognized as a carload.

### FERTILIZER—ARTICLES EMBRACED IN.

11. The term "fertilizers" embraces the following and like articles, when intended to be used as fertilizers, to-wit: Sulphate of ammonia, ashes, bone black, ground and dissolved bone, bone dust, castor pomace, cottonseed meal, cottonseed ashes, cotton seed, fish scraps, guano, superphosphates, gypsum, kainit, german salts, nitre cake, nitrate and sulphate of soda, oil cake, potash, fine ground plaster, salt cake, saltpetre, sulphur, muck, tank stuffs, and tobacco dust and sweepings, and like articles when intended to be used as fertilizers.

### L. C. L. SHIPMENTS.

12. In no case shall the amount collected on L. C. L. shipments exceed the charges per carload for the same class of goods, nor shall the charge for a car fully loaded exceed the charge for the same property if taken at a less than carload shipment.

### ESTIMATED WEIGHTS.

13. All articles will be charged at Gross Weight, without regard to weight given by shippers and inserted in bills of lading; except that when an article is classified to be accepted at an estimated weight, such estimated weight will apply. When the actual weight of the articles named below *can not be ascertained at point of shipment, or at destination, or in transit*, the following estimated weights shall govern:



Article	Weight Pounds
Cement, Portland, per bbl. ....	400
Cement, except Portland, per bbl. ....	300
Clay, per cubic yard .....	3,000
Coal, per bushel.....	80
Coke, per bushel .....	40
Gravel, per cubic yard .....	3,200
Laths, green, per 1,000 .....	700
Laths, seasoned, per 1,000 .....	550
Lime, Rockland, per bbl. ....	230
Lime, other than Rockland, per bbl. ....	210
Lime, per bushel .....	80
Lumber, ash or black walnut, green, per 1,000 feet..	4,500
Lumber, ash or black walnut, seasoned, per 1,000 ft.	4,000
Lumber, elm, hickory or oak, green, per 1,000 ft....	6,000
Lumber, elm, hickory or oak, seasoned, per 1,000 ft.	4,500
Lumber, white pine or poplar, green, per 1,000 ft..	4,000
Lumber, white pine or poplar, seasoned, per 1,000 ft.	3,000
Lumber, yellow pine, rough:	
Boards under 2-in., green, per 1,000 ft. ....	5,500
Boards under 2-in., seasoned, per 1,000 ft. ....	4,250
Framing, 2x4 to 4x8, green, per 1,000 ft. ....	5,000
Framing, 2x4 to 4x8, seasoned, per 1,000 ft. ....	4,000
Timbers, 6x6 and up, green, per 1,000 ft. ....	4,500
Lumber, dressed, per 1,000 ft., cypress, gum, poplar and yellow pine, viz:	
Bevel siding, from 1-in. stock, seasoned .....	1,100
Bevel siding, from 5.4-in. stock, seasoned .....	1,500
Ceiling, 5-16-in. net, 3¼-in. face, seasoned .....	1,100
Ceiling, 7-16-in. net, 3¾-in. face, seasoned .....	1,400
Ceiling, 9-16-in. net, 3¼-in. face, seasoned .....	1,600
Ceiling, 11-16-in. net, 3¼-in. face, seasoned .....	2,000
Ceiling or partition, 5/8-in. net, seasoned .....	1,700
Ceiling or partition, ¾-in. net, seasoned .....	2,100
Drop siding, seasoned .....	2,250
Finish, 1x4-in. and up, dressed 4 sides, seasoned ..	2,850

Article	Weight Pounds
Flooring, 13-16-in. and 2 $\frac{1}{4}$ and 3 $\frac{1}{4}$ face, seasoned..	2,250
Flooring, 13-16-in., 2 $\frac{1}{2}$ , 3 $\frac{1}{2}$ and 5 $\frac{1}{4}$ face, seasoned	2,400
N. O. S., seasoned .....	3,000
N. O. S., green .....	4,000
Lumber, N. O. S., green, per 1,000 ft. ....	6,000
Lumber, N. O. S., seasoned, per 1,000 ft. ....	4,000
Sand, per cubic yard .....	3,000
Shingles, green, per 1,000 .....	550
Shingles, seasoned, per 1,000 .....	450
Staves, heading or hoop poles, green, car loaded to depth of 43 inches, per car.....	30,000
Staves, heading or hoop poles, seasoned, car loaded to depth of 50 inches, per car .....	30,000
Stone, not dressed, per cubic foot .....	160
Tan Bark, green, per cord .....	2,600
Tan Bark, seasoned, per cord .....	2,000
Telegraph Poles, fence posts or rails, per cord ....	3,500
Turpentine, in barrels, per bbl. ....	432
Wood, green, per cord .....	3,500
Wood, seasoned, per cord .....	3,000

#### ARTICLES TOO LONG OR TOO BULKY TO BE LOADED IN BOX CARS.

14. Unless otherwise specified, articles too long or too bulky to be loaded in box cars, but not requiring two or more open cars, shall be charged at actual weight; provided, that in no case shall the charge on a single consignment be less than 4,000 pounds at the first-class rate.

#### CHARGES FOR SWITCHING OR TRANSFERRING CARS WHEN PASSING OVER TWO OR MORE ROADS.

15. A charge of not more than \$2.00 per car without regard to its weight or contents, will be allowed, except

to the railroad having the line haul of the same, for transporting, switching or transferring a loaded car from any point on any railroad to a connecting railroad or to any warehouse, side track or other point within the switching limits of the place; and no railroad shall decline or refuse to transport, switch or transfer any such car or to receive it from any connecting railroad for such purposes. The switching limits of any place, within the meaning of this rule, shall be the switching limits usually operated there, but in no case less than three miles. No railroad shall reduce any of its switching limits without first obtaining the approval of the Railroad Commissioners.

When in the transfer, switching or transportation of a car between such points, it is necessary to pass over the track or tracks of any intermediate railroad or railroads, said maximum charge of \$2.00 shall be equitably divided between the railroads at interest, excluding that having the line haul.

When a charge is made for the transfer, switching or transportation of a loaded car between such points, no additional charge shall be made for the accompanying movement of the empty car in the opposite direction. No charge whatever shall be made by a railroad having the line haul for placing, for loading, an empty car at any warehouse or other point on its own line or side track, or for switching the loaded car to or from the same either for delivery or for transportation.

Provided, That this rule shall not interfere with any prevailing legal rate for the transportation of freight between different stations; and shall not apply to any freight that does not pay a direct freight transportation charge in connection with a switching charge.

#### CHARGES FOR SWITCHING LUMBER.

15-A. The charge for switching cars of rough lumber

consigned to and arriving at the city of Jacksonville from points in this State to any planing mill in the Jacksonville yards, and thence, after lumber is dressed, to any point in the same yards, shall not be more than \$2.00 per car; provided, that when the said switching movement is over the tracks of more than one railroad, a charge of not more than \$3.00 may be made. This rule shall not be interpreted as rescinding or modifying Rule 15, except as herein specifically provided.

#### DELIVERY OF CARS TO CONNECTING ROADS.

16. The Commission will prescribe particular rules and conditions for the delivery, without delay, to any connecting road of the same gauge, all cars consigned to points beyond such connecting roads, so as to promote speedy transportation and prevent unjust discrimination. Due regard will be had in each instance to the attainment of such purposes.

#### RIGHT OF SHIPPER TO ROUTE FREIGHT.

17. The right of the shipper to direct by what route or routes his shipments shall be transported within the State of Florida shall be observed by all common carriers under the jurisdiction of the Railroad Commissioners of Florida. When shipments are routed by the shippers, the rates applying by the routing specified may be used by the carrier.

#### LOWEST RATE TO BE CHARGED.

18. Whenever there is a conflict between class and commodity rates, or between mileage rates and commodity rates, for the transportation of freight between any two points in Florida, the lowest rate in effect shall be charged.



## JOINT RATES.

As Amended, Effective April 1, 1917, by Order No. 548.

19. On intrastate shipments of freight passing over two or more lines, and not governed by Rule 1, no common carrier which is a party to the haul shall charge or receive for its services in connection with such shipment more than its maximum rate for the distance hauled by it, less 10 per cent, when the entire haul is over two lines, nor more than its maximum rate, less 20 per cent, when the entire haul is over three or more lines, nor in any instance more than the published rate applicable for the same movement when handled as a one-line haul, but any such rate collected or received by any such common carrier, as above prescribed, may be divided among themselves by the parties to any such rate in such proportion as may be agreed upon by them.

## SETTLEMENT OF CLAIMS FOR OVERCHARGES.

20. All overcharges on freight by any railroad or common carrier doing business in the State of Florida shall be settled within thirty (30) days after demand upon the agent at the delivery depot (and surrender of shipping receipt) by the consignee or person paying the freight.

Whenever an overcharge on freight has been made on a shipment over two or more railroads or common carriers, it shall be settled by the delivering road or carrier.

If the overcharge is made on a shipment to a flag station, then the demand to be made on the agent of the regular station to which the same was billed.

This rule will apply to claims made through the Railroad Commission, except that demand for settlement will be made upon the traffic manager or general freight agent of the company.



## FREIGHT RECEIPTS.

21. All railroad companies doing business in this State shall, upon demand, issue duplicate freight receipts to all shippers of freight, in which shall be stated the class or classes of freight shipped, freight charges over the railroad issuing such receipt and, as far as practicable, shall state the charges upon the same over the connecting roads transporting such freight; and in all cases the railroads receiving such freight shipped shall be held in all the courts of this State as responsible for the prompt and safe delivery of same to its point of destination within a reasonable time required for its transportation, which reasonable length of time shall be determined after due investigation by said Railroad Commissioners. When the consignee of such freight presents the railroad receipt to the agent of the railroad last transporting said freight, such agent shall deliver the articles shipped upon the payment of the rates charged for the class of freight as stipulated in said railroad receipt.

## DELIVERY OF FREIGHTS.

22. Railroad companies shall deliver to each consignee of freight the article or articles mentioned in the receipt (or bill of lading) on the payment of the lawful rate for the class or classes of freight transported, and the consignee shall not be compelled to pay for any article or articles not received by him. When a part of the articles mentioned in the receipt shall reach the point of destination, it shall be the duty of the railroad company at such point to deliver the same upon the payment by the consignee of the freight charges on said article or articles, notwithstanding the remainder of the articles mentioned in the receipt may have been delayed or lost.

## EQUIPPING LUMBER CARS.

23. Whenever application is made by any person to any railroad company or common carrier engaged in business in the State of Florida for flat cars on which to load any lumber or timber, in accordance with the provisions of Section 5213, Laws of Florida, approved June 4, 1903, the equipment furnished with said cars, in accordance with the provisions of said Act, shall be capable of being readily removed or lowered, so that the lumber or timber may be loaded on or off the said cars without being obstructed, impeded or inconvenienced by such equipment.

## ESTABLISHING AND ABOLISHING STATION AGENCIES.

24. Each and every depot or station agency on the line of the road now maintained, conducted or used in Florida by any railroad or express company in this State for the transaction of business with the public is hereby formally established and located at the point and on the premises where the same is now being so maintained and conducted. No such depot or station agency as aforesaid now established, or hereafter to be established, pursuant to order made by the Railroad Commission of Florida, or voluntarily by such company, shall be closed, removed or suspended or abolished without authority granted by this Commission, upon written application.

Provided, however, that this rule shall have no application to any depot or station agency heretofore established, or that may hereafter be established, for the special or temporary purpose, or not as a general depot or station agency.

Provided, further, That whenever any depot or station agency is established, it shall be the duty of the railroad

company to file in the office of the Railroad Commission, within thirty days after the establishment thereof, all information needed for a full and proper understanding of all the interests to be affected thereby, showing the necessity for and purposes of establishing such depot or station agency.

Provided, further, That it shall be the duty of the railroad and express companies operating in the State of Florida to file in the office of the Railroad Commission, within thirty days from the date of this order, a list of all depots or station agencies now being operated by them for special or temporary purposes, giving, with reference to each of them, the information hereinbefore required as to the agencies to be established in the future.

#### OVERLOADING CARS.

As Amended Effective Feb. 4, 1918, by Order No. 585.

"25. When any car of lumber or other forest products is loaded in excess of 110% of its marked carrying capacity the excess may be charged for at double the lumber or other forest products rate, as the case may be; but any railroad company may refuse to transport any car of lumber or other forest products loaded in excess of 110% of its marked carrying capacity, and may transfer such excess to another car and require the consignee to pay the expense of transferring it, and shall transport such excess at the regular lumber or forest products rate."

#### OFFICE HOURS.

26. At all of their agencies in Florida railroads shall receive all freight offered, proper for transportation, and shall make the usual deliveries of freight to consignee

(Sundays and legal holidays excepted) between the hours of 7 o'clock a. m. and 5 o'clock p. m.; provided, that in cities or towns having less than ten thousand (10,000) inhabitants, according to the most recently published National census, the agent may take an intermission of one hour for dinner.

#### RATES ROADS MUST PAY OTHER ROADS FOR USE OF CARS.

27. (1) Every railroad and terminal company shall pay for the use of freight cars of other companies twenty-five cents per car per day, which shall be paid for every calendar day, excluding the first and including the last. A company receiving and delivering a car on the same day shall not pay the per diem for that day.

(2) For each car in switching service the switching line may reclaim from the railroad for which the service was performed an arbitrary amount equal to the above per diem for four days.

(3) The above amounts of per diem and reclaim are maximum amounts and may be reduced by agreement between railroads, but all such agreements must, under Section 2907 of the General Statutes, be submitted to the Railroad Commissioners for inspection and correction.

(4) This rule does not apply to cars having other than railroad ownership.

#### TRANSFERRING CARLOAD SHIPMENTS TO OTHER CARS IN TRANSIT.

28. Whenever any railroad transporting a carload shipment consigned to a non-agency station shall reload said shipment into another car, either on its own line or at a junction with another line of railroad, it must on the same day mail a notice to both the consignor and the

consignee, stating the initials and numbers of the car into which the shipment has been transferred, as well as of the car from which the transfer was made.

Such reloading must not take place except under circumstances which would legally justify it.



## SECTION 4--RULES AND REGULATIONS GOVERNING THE TRANSPORTATION OF LIVESTOCK

### ESTIMATED WEIGHTS.

1. The weights given below are estimated weights, and not actual, and are simply used to get the rating on live stock. (To illustrate: One horse, mule or horned animal is estimated at the same rate as 2,000 pounds of any kind of first-class freight at carrier's risk and second class at owner's risk.)

### LIVE STOCK, LESS THAN CARLOADS, WILL BE TAKEN AT THE FOLLOWING ESTI- MATED WEIGHTS.

One horse, mule or horned animal, except as specified below, .....	2,000 pounds
Two horses, mules or horned animals, except as specified below, in the same car and from the same shipper to the same consignee .....	3,500 pounds
Each additional horse, mule or horned animal, except as specified below, in the same car and from the same shipper to the same consignee .....	1,000 pounds
Stallions, jacks and bulls, each .....	3,000 pounds
Each cow and calf together, not crated ....	2,500 pounds
Each mare and foal, together .....	2,500 pounds
Shetland ponies, any age, not crated .....	1,000 pounds
Yearling cattle, except bulls, not crated each	1,000 pounds
Colts, under one year old, except stallions, not crated, .....	1,000 pounds
Calves, under one year old, not crated .....	1,000 pounds

Calves, under one year old, crated, each, actual weight, but not less than .....	100 pounds
Sheep, crated, each, actual weight, but not less than .....	100 pounds
Lambs, crated, each, actual weight, but not less than .....	100 pounds
Hogs, crated, each, actual weight, but not less than .....	100 pounds
Pigs, crated, each, actual weight, but not less than .....	100 pounds
Sheep, lambs, hogs and pigs, L. C. L., will not be received unless crated.	

Goats, same as sheep.

Kids, same as lambs.

Cows, calves, colts, ponies, hogs, sheep, lambs and other animals, crated, actual weight, but not less than .....	100 pounds
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In no case shall the charge for less than a carload of live stock exceed the charge for a carload.

#### MAXIMUM VALUATION OF LIVE STOCK SHIPMENTS.

	Each
Horses and mules, not over .....	\$ 75.00
Horned cattle, not over .....	30.00
Stallions, jacks and bulls, not over .....	150.00
Lambs, calves, hogs or sheep, not over .....	5.00
Mare and colt, together, not over .....	100.00
Cow and calf, together, not over .....	35.00

For every increase of 100 per cent. or fraction thereof in valuation, there shall be an increase of 50 per cent. in rates.

#### MIXED SHIPMENTS.

Mixed shipments of cattle, hogs, lambs, etc., may be taken in carloads at carload rates prescribed for the transportation of cattle, but carriers will be released from any

damage to animals, whether caused by their own actions or to each other—suffocation, exhaustion from heat and cold, and (if not haltered) from escape.

Shippers will be required to feed, water and care for stock at their own expense. When food is furnished by carrier, a charge will be made for the same and collected from consignee.

One, two or three cars of live stock will entitle the owner or his agent to be carried free to point of destination of consignment on the train with the stock, to care for the same. Four to seven cars, inclusive, belonging to one owner, two men in charge, and eight cars or more belonging to one owner, three men in charge, which number is the maximum number of attendants that will be carried free for one shipment.

Return transportation not given to owners, agents or attendants.

## DEMURRAGE RULES.

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The railroads doing business wholly or in part within the State of Florida are hereby authorized to operate the following demurrage rules:

### RULE I.

#### FREIGHT SUBJECT TO CAR SERVICE CHARGES.

All freight in cars, whether full carload or not, shipped to one consignee and taking track delivery, will be subject to car service regulations.

### RULE II.

#### NOTICE TO CONSIGNEE.

Railroad companies shall give prompt notice by mail or otherwise to consignee of the arrival of goods, together with the weight and amount of freight charges due thereon as shown by way bills, and when goods or freight of any kind in carload quantities arrive said notice must contain letters or initials of car, number of the car, net weight and the amount of freight charges due on the same. Storage and demurrage charges may be assessed, if goods are not removed in conformity with the following rules and regulations. No storage or demurrage charges, however, shall in any case be allowed unless legal notice of the arrival of the goods has been given to the owner or consignee thereof by the railroad company.

### RULE III.

As Amended June 15, 1917. (See Note 1 at end of Demurrage Rules.)

#### LEGAL NOTICE.

"Legal notice referred to in these rules may be either actual or constructive. Where the consignee is personally served with notice of the arrival of freight, free time ends forty-eight (48) hours from the time of notification.

not including Sundays or legal holidays. Constructive notice referred to consists of posting notice by mail to consignee. Where this mode of giving notice is adopted, there shall be twenty-four (24) hours' additional free time to be added to the forty-eight (48) hours, to be computed from the time notice was mailed; provided, however, that if, in any case, when notice of arrival is given by mail, the consignee will make oath that neither he, his agents nor employees, have received such notice, then no demurrage charges shall be made until after legal notice, as above specified, is given."

#### RULE IV.

As Amended June 15, 1917. (See Note 1 at end of Demurrage Rules.)

#### PER DIEM CHARGE.

A charge of one dollar (\$1.00) per car per day shall be made for detention of cars and use of track when cars are not loaded or unloaded within forty-eight (48) hours, not including Sundays and legal holidays, except when loaded with seed cotton, cottonseed in bulk, cottonseed hulls in bulk, fertilizer material in bulk, coal, bulk potatoes, bulk cabbage, brick and dressed lumber (in box cars), seventy-two (72) hours will be allowed for unloading. It being understood that said car or cars are to be placed and remain accessible to the consignee for the purpose of unloading during the period in which held free of demurrage; that when the period of such demurrage charges commences, they are to be placed accessible to the consignee for unloading purposes on demand of the consignee; provided however, that if the railroad company shall remove such car or cars after being so placed, or in any way obstruct unloading of same, the consignee shall not be charged with delay caused there-



by; provided further, that when any consignee shall receive four or more cars during any one day taking track delivery, the said car in excess of three shall not be liable to demurrage by any railroad company until after the expiration of seventy-two (72) hours. Any fraction of a day shall be considered a day.

(See Note 2 at end of Demurrage Rules).

## RULE V.

### GOODS CONSIGNED TO ORDER OF SHIPPER.

When consignors ship goods consigned to themselves, it shall be the duty of the railroad companies to give legal notice to such consignees, or persons to whom shipping directions order delivery. This notice may be addressed by mail to the consignee at point of delivery, and demurrage will begin as in other cases of notice by mail; and the mailing of such notice shall be sufficient legal notice in such cases, whether the consignee actually receives the same or not.

## RULE VI.

### REFUSAL TO ACCEPT SHIPMENTS.

When the consignee shall refuse, or for a period of ten days after notice, as provided for in Rule III, fail to accept freight tendered in pursuance of the bill of lading, the carrier charged with the delivery shall give or send the consignor legal notice of such refusal or failure, unless the consignee has signified in writing his acceptance of the property; and the consignor shall thenceforth become liable to such carrier for the demurrage then due and which may accrue thereafter upon the car or cars in which the goods are stored to the same extent and at the same rate as such charges are now, under like circumstances by the rules of this Commission, imposed upon consignees who refuse or neglect, after notice of arrival, to remove freight of like character from the cars of the

carrier. No demurrage charges, however, shall be allowed after the expiration of the period of ten days from date of legal notice to the consignee until the consignor shall have been notified of refusal or failure on the part of consignee to accept the freight.

A consignee who has once refused to accept a consignment of goods shall not thereafter be entitled to receive the same except upon payment of all charges for demurrage which would otherwise have accrued.

## RULE VII.

### CARS FOR DELIVERY ON TEAM TRACKS OR PRIVATE SIDINGS.

Section 1. Cars containing freight to be delivered upon carload delivery tracks or private sidings are to be delivered upon the tracks designated by consignee upon arrival, or as soon thereafter as the ordinary routine of yard work will permit.

Sec. 2. Cars containing property, the billing of which does not specify any particular delivery, and for which no standing or special order has been filed with carrier's agent within twenty-four (24) hours, will be considered as requiring general track delivery and shall be so placed after twenty-four (24) hours.

Sec. 3. Cars for unloading shall be considered placed when such cars are held in receiving yards awaiting orders from shippers or consignees, or when held for payment of freight charges; Provided, The railroad company could otherwise have placed such cars on delivery tracks accessible to the consignee for the purpose of unloading, except that it was consigned to private sidings already fully occupied and delivery, therefore, impracticable, detention is to be computed from time of notification.

## RULE VIII.

As Amended June 15, 1917. (See Note at end of Demurrage Rules.)

## CARS HELD FOR SHIPPING DIRECTIONS.

"Cars detained or held for want of proper shipping instructions, or by reason of improper or excessive loading (where loading is done by shipper), shall be subject to a demurrage charge of one dollar (\$1.00) per car for each day or fraction of a day said car or cars are so detained or held. Likewise, when cars are promptly loaded and shipping instructions given, the railroad agent must immediately issue the bills of lading therefor; and if said car or cars are detained or held, and not carried forward within twenty-four (24) hours, except perishable articles, which shall be removed within twenty-four (24) hours thereafter, said railroad company shall be liable to said shipper for the payment of one dollar (\$1.00) per car per day for each day or fraction of a day that said car or cars are thus detained or held. (See Note 2 at end of Demurrage Rules.)"

## RULE IX.

## CONSIGNMENTS MORE THAN FOUR MILES DISTANT.

A consignee living more than four miles from the depot, and whose freight is destined to his residence or place of business so located, shall not be subject to storage or demurrage charges allowed in the above rules until a sufficient time has elapsed after notice for said consignee to remove said goods by the exercise of *ordinary diligence*.

## RULE X.

## RAILROADS ALLOWED TO STORE PROPERTY.

Railroad companies are authorized to store such property in public warehouses at the expense of owner if same is not removed before demurrage charges attach.

## RULE XI.

As Amended June 15, 1917. (See Note at end of Demurrage Rules.)

## PER DIEM CHARGE ALLOWED CONSIGNEES.

"When any railroad company fails to deliver freight at the depot or to place loaded cars at an accessible place for unloading within forty-eight (48) hours (not including Sundays or legal holidays), computed from 10 A. M. the day after arrival of the same, the shipper or consignee shall be paid one dollar (\$1.00) per day for each day said delivery is so delayed."

## RULE XII.

## STORMY WEATHER.

Whenever the weather during the period of free time is so severe, inclement or rainy that it is impracticable to secure means of removal, or where, from the nature of the goods, removal would cause injury or damage, such time shall be added to the free period; and no demurrage charges shall be allowed for such additional time.

This rule applies to the state of the weather during business hours.

## RULE XIII.

## DISCRIMINATION AND EXEMPTIONS.

Railroads shall not discriminate between persons or places in storage or demurrage charges. If a railroad

company collects storage or demurrage of one person, under the demurrage rules, it must collect of all who are liable. No rebate, drawback or other similar device will be allowed. If demurrage is collected by a railroad company at one point on its line it must be collected at all places on its lines of those liable under the rules of the Commission.

Provided, That all package freight unloaded in a depot or warehouse, which is not removed by the owners thereof from the custody of the railroad company within seventy-two (72) hours (not including Sunday or legal holidays) after legal notice of arrival, may be subject thereafter to a charge of storage for each day or fraction of a day that it may remain in the custody of the railroad company, as follows:

In less than carload quantities, not more than one cent per 100 pounds per day.

In carload quantities not more than one dollar (\$1.00) per day.

Provided further, That in no case shall the amount collected for storage of a less than carload shipment exceed the amount authorized to be charged as storage or demurrage on a carload of similar freight for the same length of time when not unloaded from the car as provided by the Demurrage Rules.

Provided further, That the Commission shall hear and grant applications to suspend operation of this rule whenever justice shall demand this course.

#### RULE XIV.

##### STORAGE CHARGES ON BAGGAGE.

Baggage remaining more than twenty-four hours after delivery from trains, or after delivery at stations for transportation, will be subject to a storage charge for each piece of twenty-five cents for the second day of twenty-four hours or fraction thereof, and for each suc-



ceeding day, at the rate of ten cents per day, until the end of the calendar month, or until the accrued charges amount to one dollar (\$1.00) for each piece.

If a second month is entered upon, the charge for the first month will be repeated until the accrued charges amount to 50 cents for each piece. The rate for each month succeeding will be the same as for the second month.

When baggage arrives between the hours of 3 P. M. Saturday and 3 P. M. Sunday, it will be held without charge until 3 P. M. Monday.

#### XV.

(Rescinded.)

#### RULE XVI.

##### OTHER DEMURRAGE CHARGES.

No other charges shall be made by any railroad company doing business wholly or in part in the State of Florida for storage or demurrage except as provided in the foregoing rules, and these rules shall become effective December 23, 1901.

#### RULE XVII.

When a shipper makes a written application to a railroad company for a car or cars, to be loaded with any kind of freight embraced in the tariff of said company, for transportation within the State of Florida, stating in said application the character of the freight, the railroad company shall furnish same within four days from 7 o'clock a. m. the day following such application.

Or, when the shipper making application specifies a future day on which he desires to make a shipment (of other than fruit or vegetables), giving not less than four

days' notice thereof, computing from 7 o'clock a. m. the day following such application, the railroad company shall furnish such car or cars on or before the day specified in the application.

Or, when the shipper making such application specifies a future day on which he desires to make a shipment of fruit or vegetables, giving not less than two days' notice thereof, computing from 7 o'clock a. m. the day following such application, the railroad company shall furnish such car or cars on or before the day specified in the application.

For failure to comply with this rule, the company so offending shall forfeit and pay to the shipper applying the sum of \$2.00 per car per day or fraction of a day's delay after expiration of free time, upon demand in writing made within thirty days thereafter by the shipper.

Provided, however, That the collection of the demurrage herein authorized shall not deprive the shipper of his right to recover in any court of competent jurisdiction, such damages as he may sustain by reason of the delay in furnishing cars.

Provided further, That this rule does not alter, abolish, supercede or repeal Rule 3 of the Railroad Commission's "Rules Governing the Transportation of Freight."

## RULE XVIII.

### DEPOSIT REQUIRED.

A shipper, on whose order a car or cars have been placed for loading, shall be allowed forty-eight hours for the loading of such car or cars, computing the time from 7 o'clock a. m. the day after such car or cars have been placed subject to the order of the shipper, and thereafter a demurrage charge of not more than \$2.00 per car per day, or fraction of a day, may be assessed and collected, and all such cars as have not been tendered to the rail-

road company with shipping instructions within said forty-eight hours; provided, however, that should the shipper fail to begin loading within forty-eight hours after the expiration of free time, the railroad company shall consider the car or cars released, and may assess and collect \$4.00 on each car, covering the demurrage then due.

Provided, That with every order for a car or cars, the shipper shall deposit with the agent, or other proper official on whom the demand for cars is made, \$4.00 for each and every car so ordered, which shall be refunded promptly to the shipper if the car or cars are loaded as provided for herein; otherwise, to be forfeited to the railroad. And provided further, that any shipper failing to make deposit as herein provided shall forfeit all right to recover demurrage from the railroad for failure to furnish cars within the time required.

Railroad companies shall not be compelled to furnish cars for future shipments to parties in default as to the payment of the demurrage charges herein last provided for, until such demurrage charges have been paid.

If, after placing the car or cars required by this rule, the railroad company shall, during or after free time, temporarily remove all or any of them, or in any way prevent, obstruct or delay the loading of same, the shipper shall not be chargeable with the delay caused thereby.

When, by reason of delay or irregularity on the part of the railroad company in filling orders, cars are bunched in excess of the ability of the shipper to load, as indicated in his application, the shipper shall be allowed separate and distinct periods of free time within which to load the car or cars specified in each separate application.

#### RULE XIX.

##### SHIPMENTS DELAYED IN TRANSIT.

Whenever shipments have been received by any railroad company, such shipments destined to stations with-

in a distance of fifty miles from starting point, shall be transported to destination within two days from 7 o'clock p. m. the day of issuing the bill of lading, and in one day's additional time for each additional fifty miles or fraction thereof; provided, that in computing time of freight in transit there shall be allowed twenty-four hours at each point where transferring from one railroad to another or re-handling of freight is involved, and for failure to transport such shipments within the time prescribed the railroad company shall forfeit and pay to the consignor or consignee the sum of \$2.00 per day on all carload freight and one cent per hundred pounds per day on package freights and freights in less than carload, with minimum charge of twenty-five cents for any package; provided, the shipper makes demand therefor in writing within thirty days thereafter; provided further, that in no case shall the penalty on any shipment exceed the value of the goods transported. The period of time during which the movement of trains is suspended for any cause not within the power of the roads to prevent shall be added to the time allowed herein.

Provided further, That the initial carrier shall be held responsible to the consignor or consignee for delay, in accordance with this rule, and whenever, in the transportation of any freight which may pass over two or more lines and delay is occasioned after it has been promptly offered to a connection by the initial road, the initial road shall recover of the road at fault for demurrage paid in accordance with this rule.

NOTE 1—By Order No. 559, issued May 30, 1917, effective June 15th, 1917, the Commissioners amended Demurrage Rules III, IV, VIII and XI, reducing free time allowed both shippers and carriers from 72 hours to 48 hours. This action became necessary on account of the scarcity of equipment and increases in traffic due to war conditions. These changes are temporary, and unless otherwise ordered by the Commissioners the above men-



tioned Rules shall again become in full force and effect on June 1st, 1918, in the form in which they were adopted and promulgated prior to the making and entry of Order No. 559.

See Order No. 589 published elsewhere in this report.



## SCHEDULE OF PASSENGER RATES.

**Operated by Railroads in Florida.**

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*Railroads Charging 3 Cents per Mile:*

Charlotte Harbor & Northern Railway.  
 Georgia, Florida & Alabama Railway.  
 Georgia Southern and Florida Railway.  
 Pensacola, Mobile & New Orleans Railway Co.  
 Georgia and Florida Railway.  
 Live Oak, Perry & Gulf Railroad.  
 Louisville & Nashville Railroad.

*Railroads Charging 4 Cents Straight Fare, with 3-Cent Round Trip Tickets Good for Five Days Exclusive of Day of Sale:*

Apalachicola Northern Railroad.  
 Atlanta and St. Andrews Bay Railway.  
 Birmingham, Columbus & St. Andrews Railroad.  
 Fellsmere Railroad.  
 Florida, Alabama & Gulf Railroad.  
 Gulf Coast Railway.  
 Gulf, Florida & Alabama Railroad.  
 Madison Southern Railroad.  
 Marianna and Blountstown Railroad.  
 Ocklawaha Valley Railroad.  
 Ocala and Southwestern Railroad.  
 Pelham and Havana Railroad Company.  
 Tavares and Gulf Railway.

*Railroads Charging 4 Cents per Mile:*

Tampa and Jacksonville Railroad.

*The Atlantic Coast Line Railroad Charges 2 $\frac{3}{4}$  Cents per Mile, Except the following Branches, Which Charge 3 Cents:*

Florida Midland.  
 Homosassa Branch.  
 Newberry to Perry Extension.  
 Oviedo Branch.  
 Sanford Branch.  
 Sanford and Tavares.  
 St. Cloud Sugar Belt.  
 Sanford and St. Petersburg.  
 St. Johns and Lake Eustis.  
 Tampa and Thonotassassa.  
 Tiger Bay Branch.  
 Winston and Bone Valley.

The Florida East Coast operates 3-cent rate north of Homestead, except between certain points, where a higher rate is charged. South of Homestead a 4-cent rate is authorized.

The South Georgia Railway operates a 3-cent passenger rate between Florida line and Greenville, and 4-cent straight fare, with 3-cent round-trip ticket good for five days exclusive of day of sale, between Greenville and Perry.

*The Seaboard Air Line Railway Charges 2 $\frac{3}{4}$  Cents per Mile, Except the Following Branches, Which Charge 3 Cents:*

Bradentown to Arcadia.  
 Fernandina to Baldwin.  
 Monticello to Drifton.  
 Tallahassee to St. Marks.  
 Tallahassee to Waylonzo.  
 Starke to Wannee.  
 Waldo to Cedar Keys.  
 Wildwood to Lake Charm.  
 Lake Charm to Winter Park.  
 Sumterville Junction to Sumterville.  
 Archer to Eagle Mine.  
 Dunnellon to Inglis.

**SCHEDULE  
OF  
FREIGHT TARIFFS**

Schedule of Freight Tariffs Operated in the State of Florida by the Apalachicola Northern, Atlanta & St. Andrews Bay, Charlotte Harbor & Northern, Tampa & Jacksonville, Marianna & Blountstown, Ocklawaha Valley R. R., Ocala & Southwestern, Birmingham, Columbus & St. Andrews, Fellsmere Railroad, Florida, Alabama & Gulf Railroad, Gulf, Florida & Alabama Railway Company, Pelnaam & Havana R. R. Co., Gulf Coast Ry.

DISTANCES.	CLASS RATE IN CENTS. Per 100 Pounds.																Per Barrel.	Per 100 Pounds.	Per Ton. 2000 Pounds.	Per Car Load.		Per 100 Pounds.
	1	2	3	4	5	6	A	B	C	D	E	H	F	K	L	M	N	O	P	R		
10 miles and under.....	30	27	24	20	18	15	11	10	11	9	19	21	16	7	.75	1.10	8.00	10.00	See Pages 220-222 For Class P Rates.	8		
20 miles and over 10 miles.....	34	31	28	23	21	17	15	12	12	10	21	24	18	8	.90	1.20	11.00	12.00		9		
30 miles and over 20 miles.....	38	35	31	26	24	19	17	14	14	11	23	27	20	9	1.05	1.30	14.00	14.00		10		
40 miles and over 30 miles.....	42	38	34	28	26	21	19	15	15	11	25	30	22	10	1.20	1.40	16.00	15.00		11		
50 miles and over 40 miles.....	46	41	37	30	28	23	21	16	16	12	27	33	24	10½	1.30	1.50	18.00	16.00	12			
60 miles and over 50 miles.....	50	44	40	32	30	25	23	17	17	13	29	36	26	11	1.40	1.60	20.00	17.00	13			
70 miles and over 60 miles.....	54	47	43	34	32	27	24	18	18	14	31	39	28	11½	1.50	1.70	22.00	18.00	14			
80 miles and over 70 miles.....	58	50	46	36	34	29	25	19	19	15	33	42	30	12	1.60	1.75	24.00	19.00	15			
90 miles and over 80 miles.....	62	53	49	38	36	31	26	20	20	15	35	45	31	12½	1.70	1.80	26.00	20.00	16			
100 miles and over 90 miles.....	66	56	52	40	38	33	27	21	21	16	37	47	32	13	1.75	1.85	28.00	21.00	17			
110 miles and over 100 miles.....	69	59	54	42	40	35	28	22	22	17	39	49	33	13½	1.80	1.90	29.00	22.00	18			

120 miles and over 110 miles.....	72	62	56	44	42	37	29	23	23	18	41	50	34	14	1.85	1.95	29.00	23.00	19
130 miles and over 120 miles.....	75	65	58	46	44	39	30	24	24	19	43	51	35	14½	1.90	2.00	31.00	24.00	20
140 miles and over 130 miles.....	78	68	60	48	46	41	31	25	25	19	45	52	36	15	1.95	2.05	32.00	25.00	21
150 miles and over 140 miles.....	80	70	61	50	48	43	32	26	26	20	47	53	37	15½	2.00	2.10	33.00	26.00	22
160 miles and over 150 miles.....	82	72	62	52	49	44	33	27	27	20	48	54	38	16	2.05	2.15	34.00	27.00	23
170 miles and over 160 miles.....	84	74	63	54	50	45	34	28	28	21	49	55	39	16½	2.10	2.20	35.00	28.00	24
180 miles and over 170 miles.....	86	76	64	56	51	46	35	28	29	21	50	56	40	16½	2.15	2.21	36.00	29.00	24½
190 miles and over 180 miles.....	88	78	65	58	52	47	36	29	30	22	51	57	41	16½	2.16	2.22	37.00	30.00	25
200 miles and over 190 miles.....	90	80	66	60	53	48	37	30	31	23	52	58	42	16½	2.17	2.23	38.00	30.00	25½
210 miles and over 200 miles.....	92	82	67	61	54	49	38	31	32	23	52	60	43	18	2.18	2.24	38.00	31.00	26
220 miles and over 210 miles.....	94	84	68	62	55	50	39	32	33	24	53	61	44	18	2.19	2.25	39.00	31.00	26½
230 miles and over 220 miles.....	96	86	69	63	56	51	40	33	34	24	53	62	45	18	2.20	2.26	39.00	31.00	27
240 miles and over 230 miles.....	98	88	70	64	57	52	41	34	35	25	54	63	46	18	2.21	2.27	39.00	32.00	27½
250 miles and over 240 miles.....	100	90	71	65	58	53	42	35	36	26	54	64	47	18	2.22	2.28	40.00	32.00	28
260 miles and over 250 miles.....	101	91	72	66	59	54	43	36	37	26	55	65	48	20	2.23	2.29	41.00	32.00	28½
270 miles and over 260 miles.....	102	91	73	67	60	55	44	37	38	26	55	66	49	20	2.24	2.30	41.00	33.00	29
280 miles and over 270 miles.....	103	92	74	68	61	56	45	38	39	27	56	67	50	20	2.25	2.31	42.00	33.00	29½
290 miles and over 280 miles.....	104	92	75	69	62	57	46	39	40	27	57	68	51	20	2.26	2.32	42.00	33.00	30
300 miles and over 290 miles.....	105	93	76	70	63	58	47	40	41	28	57	69	52	20	2.27	2.33	43.00	34.00	30
310 miles and over 300 miles.....	106	94	77	71	64	59	48	41	42	28	58	70	53	21	2.28	2.34	43.00	34.00	31
320 miles and over 310 miles.....	107	95	78	71	64	59	48	41	42	28	58	71	53	21	2.29	2.35	44.00	34.00	31
330 miles and over 320 miles.....	108	95	78	72	65	60	49	42	43	29	59	72	54	21	2.30	2.36	44.00	35.00	33
340 miles and over 330 miles.....	109	96	79	72	66	60	49	42	43	30	60	73	54	22	2.31	2.37	45.00	35.00	34
350 miles and over 340 miles.....	109	96	79	73	66	61	50	43	44	30	60	74	55	22	2.32	2.38	45.00	35.00	32
360 miles and over 350 miles.....	110	96	80	73	66	61	50	43	44	31	61	75	55	22	2.32	2.39	46.00	35.00	32
370 miles and over 360 miles.....	111	97	80	73	66	61	50	43	44	31	61	76	55	22	2.34	2.40	46.00	35.00	24



**SCHEDULE OF FREIGHT TARIFFS REVISED, ALLOWED, AND ADOPTED BY THE RAILROAD COMMISSION  
OF THE STATE OF FLORIDA, FOR THE LIVE OAK, PERRY & GULF RAILROAD, THE SOUTH GEOR-  
GIA RAILWAY, THE MADISON SOUTHERN RAILWAY.**

STATIONS.	PER HUNDRED POUNDS.																Per Barrel.		Per 100 Pounds.		Per Ton.	Per Car Load.				Per 100 Pounds.		Per Crate.
	1	2	3	4	5	6	A	B	C	D	E	H	F	K	L	M	N	O	P	R		V						
10 miles and under.....	25	22	21	16	15	14	11	9	8	7	..	16	13	7	.75	1.00	8.00	10.00	See Pages 220-222 For Class P Rates	8	..	..						
20 miles and over 10 miles.....	30	27	25	20	18	17	13	11	10	8	..	19	15	8	.90	1.10	11.00	12.00		9	..	..						
30 miles and over 20 miles.....	35	32	29	23	21	19	14	13	12	10	..	22	17	9	1.05	1.20	14.00	14.00		10	..	..						
40 miles and over 30 miles.....	39	37	33	26	24	21	15	15	14	11	..	25	19	10	1.20	1.30	16.00	15.00		11	..	..						
50 miles and over 40 miles.....	43	41	36	29	27	23	16	16	16	12	..	28	21	11	1.30	1.40	17.00	16.00		12	..	..						
60 miles and over 50 miles.....	47	45	39	32	30	24	17	17	17	13	..	31	23	12	1.40	1.50	18.00	17.00		13	..	..						
70 miles and over 60 miles.....	51	49	42	35	32	25	18	18	18	14	..	34	24	13	1.50	1.60	19.00	18.00	14	..	..							
80 miles and over 70 miles.....	55	53	45	38	34	26	19	19	19	15	..	36	25	13	1.60	1.70	20.00	19.00	15	..	..							

SCHEDULE OF FREIGHT TARIFFS OPERATED IN THE STATE OF FLORIDA BY THE ATLANTIC COAST LINE RAILROAD COMPANY, SEABOARD AIR LINE RAILWAY, TAVARES & GULF RAILROAD, LOUISVILLE & NASHVILLE RAILROAD, P. & A. AND YELLOW RIVER DIVISIONS—LOCAL MILEAGE TARIFFS.

BETWEEN ALL STATIONS IN FLORIDA.	PER HUNDRED POUNDS.																Per Barrel.	Per 100 Pounds.	Per Ton.	Per Car Load.				Per 100 Pounds.
	1	2	3	4	5	6	A	B	C	D	E	H	F	K	L	M	N	O	*P	R				
10 miles and under.....	24	21	20	15	14	13	10	9	8	6	14	15	12	7	\$ .75	\$1.00	\$ 8.00	\$10.00		8				
20 miles and over 10 miles.....	28	26	24	19	17	15	12	11	11	8	17	19	15	8	.90	1.10	11.00	12.00		9				
30 miles and over 20 miles.....	32	30	28	23	20	18	13	12	12	9	20	23	18	9	1.05	1.20	14.00	14.00		10				
40 miles and over 30 miles.....	36	34	32	27	23	19	14	13	13	10	23	27	19	10	1.20	1.30	16.00	15.00		11				
50 miles and over 40 miles.....	40	38	35	30	25	20	15	14	14	11	25	30	20	10½	1.30	1.40	17.00	16.00		12				
60 miles and over 50 miles.....	44	42	38	32	29	23	16	15	15	12	29	32	22	11	1.40	1.50	18.00	17.00		13				
70 miles and over 60 miles.....	48	46	41	34	30	24	17	17	17	13	30	34	23	11½	1.50	1.60	19.00	18.00		14				
80 miles and over 70 miles.....	52	50	43	36	32	25	18	18	18	14	32	36	24	12	1.60	1.70	20.00	19.00		15				
90 miles and over 80 miles.....	56	53	46	38	33	26	19	19	19	14	33	38	25	12½	1.70	1.75	22.00	20.00		16				
100 miles and over 90 miles.....	60	55	49	39	34	28	20	20	20	14	34	39	26	13	1.75	1.80	25.00	21.00		17				
110 miles and over 100 miles.....	62	58	50	41	35	30	21	21	21	15	35	41	29	13½	1.80	1.90	26.00	22.00		18				
120 miles and over 110 miles.....	64	60	53	42	36	31	22	22	22	17	36	42	30	14	1.85	1.95	26.00	23.00		19				

For Class P Rates See  
Pages 220-222

For Class P Rates See  
Pages 220-222

**SCHEDULE OF FREIGHT TARIFFS OPERATED IN THE STATE OF FLORIDA BY THE ATLANTIC COAST  
LINE RAILROAD COMPANY, SEABOARD AIR LINE RAILWAY, TAVARES & GULF RAILROAD, LOUIS-  
VILLE & NASHVILLE RAILROAD, P. & A. AND YELLOW RIVER DIVISIONS—LOCAL MILEAGE TARIFFS.**

BETWEEN ALL STATIONS IN FLORIDA.	PER HUNDRED POUNDS.																Per Barrel.		Per 100 Pounds.	Per Ton.	Per Car Load.				Per 100 Pounds.
	1	2	3	4	5	6	A	B	C	D	E	H	F	K	L	M	N	O			*P	R			
130 miles and over 120 miles.....	66	61	55	43	37	32	23	23	23	18	37	43	31	14½	1.90	2.00	27.00	24.00	See Pages 220-222 For Class P Rates See	20					
140 miles and over 130 miles.....	68	62	57	45	38	33	24	24	24	18	38	45	32	15	1.95	2.05	28.00	25.00		21					
150 miles and over 140 miles.....	70	63	59	47	39	35	25	25	24	18	39	47	33	15½	2.00	2.10	30.00	26.00		22					
160 miles and over 150 miles.....	72	65	59	49	41	36	26	26	25	19	41	49	34	16	2.05	2.15	31.00	27.00		23					
170 miles and over 160 miles.....	74	67	60	50	42	37	27	27	26	20	42	50	35	16½	2.10	2.20	31.00	28.00		24					
180 miles and over 170 miles.....	76	68	61	53	43	38	28	27	28	21	43	53	36	16½	2.15	2.21	32.00	29.00		24½					
190 miles and over 180 miles.....	77	69	63	54	44	39	29	28	29	21	44	54	37	16½	2.16	2.22	33.00	30.00		25					
200 miles and over 190 miles.....	78	70	64	55	45	40	30	29	29	21	45	55	39	16½	2.17	2.23	34.00	30.50		25½					
210 miles and over 200 miles.....	80	71	64	56	46	41	31	30	30	21	46	56	40	18	2.18	2.24	34.00	31.00	26						
220 miles and over 210 miles.....	82	72	65	57	47	43	32	31	31	22	47	57	41	18	2.19	2.25	35.00	31.00	26½						
230 miles and over 220 miles.....	83	73	66	58	48	44	33	32	32	23	48	58	42	18	2.20	2.26	36.00	31.00	27						
240 miles and over 230 miles.....	84	74	67	59	50	45	34	33	33	24	50	59	43	18	2.21	2.27	36.00	32.00	27½						
250 miles and over 240 miles.....	85	75	68	61	51	46	35	34	33	25	51	61	44	18	2.22	2.28	37.00	32.00	28						

260 miles and over 250 miles.....	86	76	69	62	52	47	36	35	34	25	52	62	45	20	2.23	2.29	37.00	32.00	28½
270 miles and over 260 miles.....	87	77	70	63	54	48	37	36	35	25	54	63	46	20	2.24	2.30	38.00	33.00	29
280 miles and over 270 miles.....	88	78	71	64	54	49	38	37	36	26	54	64	47	20	2.25	2.31	38.00	33.00	29½
290 miles and over 280 miles.....	89	79	72	65	55	51	39	38	37	26	55	65	48	20	2.26	2.32	39.00	33.00	30
300 miles and over 290 miles.....	90	80	74	66	56	52	40	39	37	27	56	66	50	20	2.27	2.33	39.00	34.00	30
310 miles and over 300 miles.....	91	81	75	67	57	53	41	40	39	27	57	67	51	21	2.28	2.34	40.00	34.00	31
320 miles and over 310 miles.....	92	82	76	68	59	54	42	40	40	27	59	68	52	21	2.29	2.35	40.00	34.00	31
330 miles and over 320 miles.....	93	83	77	69	59	55	43	41	41	27	59	69	53	21	2.30	2.36	41.00	35.00	32
340 miles and over 330 miles.....	94	84	78	69	60	55	43	41	41	28	60	69	53	22	2.31	2.37	41.00	35.00	32
350 miles and over 340 miles.....	95	85	78	70	60	56	43	42	42	28	60	70	54	22	2.32	2.38	42.00	35.00	33
360 miles and over 350 miles.....	96	86	79	70	60	56	44	42	42	29	60	70	54	22	2.33	2.39	43.00	35.00	34
370 miles and over 360 miles.....	97	87	79	70	60	56	45	42	42	29	60	70	54	22	2.34	2.40	43.00	35.00	34
380 miles and over 370 miles.....	98	88	80	71	61	57	45	43	43	30	61	71	55	23	2.35	2.43	44.00	36.00	35
390 miles and over 380 miles.....	99	89	81	71	61	57	45	43	43	30	61	71	55	23	2.36	2.46	45.00	36.00	35
400 miles and over 390 miles.....	100	90	82	72	62	57	45	43	43	31	62	72	55	23	2.37	2.50	45.00	36.00	36



**SCHEDULE OF FREIGHT TARIFF S OPERATED IN THE STATE OF FLORIDA BY THE FLORIDA EAST  
COAST RAILWAY, EFFECTIVE NOVEMBER 1, 1910.**

DISTANCES.				CLASS RATES IN CENTS. PER 100 POUNDS.													Per Barrel.		Per 100 Lbs.		Per Ton, 2000 Lbs.					Per Carload.					Per 100 Lbs.		Per Stand'rd Box		Per Stand'rd Crate.	
				Per Barrel.	Per 100 Lbs.																															
				1	2	3	4	5	6	A	B	C	D	E	H	F	K	L	M	N	O	P	R	G		V										
																								CL.	L.C.L.	CL.	L.C.L.									
10 Miles and under.....				24	21	20	15	14	13	10	9	8	6	14	15	12	7	75	1 00	8 00	10 00	For Class P Rates See Pages 220-222	8	8	11	6	9									
20 Miles and over 10 Miles....				28	26	24	19	17	15	12	11	11	8	17	19	15	8	90	1 10	11 00	12 00		9	8	11	6	9									
30 " " " 20 Miles....				32	30	28	23	20	18	13	12	12	9	20	23	18	9	1 05	1 20	14 00	14 00		10	8	11	7	10									
40 " " " 30 Miles....				36	34	32	27	23	19	14	13	13	10	23	27	19	10	1 20	1 30	16 00	15 00		11	9	12	7	10									
50 " " " 40 Miles....				40	38	35	30	25	20	15	14	14	11	25	30	20	10 <sup>5</sup>	1 30	1 40	18 00	16 00		12	10	13	8	11									
60 " " " 50 Miles....				44	42	38	32	29	23	16	15	15	12	29	32	22	11	1 40	1 50	20 00	17 00		13	11	14	8	11									
70 " " " 60 Miles....				48	46	41	34	30	24	17	17	17	13	30	34	23	11 <sup>5</sup>	1 50	1 60	22 00	18 00		14	12	15	9	12									
80 " " " 70 Miles....				52	50	43	36	32	25	18	18	18	14	32	36	24	12	1 60	1 70	24 00	19 00		15	13	16	9	12									
90 " " " 80 Miles....				56	53	46	38	33	26	19	19	19	14	33	38	25	12 <sup>5</sup>	1 70	1 75	26 00	20 00		16	14	17	10	13									
100 " " " 90 Miles....				60	55	49	39	34	28	20	20	20	14	34	39	26	13	1 75	1 80	28 00	21 00		17	15	18	10	13									
110 " " " 100 Miles....				62	58	50	41	35	30	21	21	21	15	35	41	29	13 <sup>5</sup>	1 80	1 90	29 00	22 00	18	16	19	11	14										
120 " " " 110 Miles....				64	60	53	42	36	31	22	22	22	17	36	42	30	14	1 85	1 95	29 00	23 00	19	17	20	11	14										
130 " " " 120 Miles....				66	61	55	43	37	32	23	23	23	18	37	43	31	14 <sup>5</sup>	1 90	2 00	31 00	24 00	20	18	21	12	15										
140 " " " 130 Miles....				68	62	57	45	38	33	24	24	24	18	38	45	32	15	1 95	2 05	32 00	25 00	21	19	22	12	15										



150	"	"	"	140 Miles....	70	63	59	47	39	35	25	25	24	18	39	47	33	15 <sup>p</sup>	2 00	2 10	33 00	26 00	22	20	23	13	16
160	"	"	"	150 Miles....	72	65	59	49	41	36	26	26	25	19	41	49	34	16	2 05	2 15	34 00	27 00	23	20	23	13	16
170	"	"	"	160 Miles....	74	67	60	50	42	37	27	27	26	20	42	50	35	16 <sup>p</sup>	2 10	2 20	35 00	28 00	24	21	24	14	17
180	"	"	"	170 Miles....	76	68	61	53	43	38	28	27	28	21	43	53	36	16 <sup>p</sup>	2 15	2 21	36 00	29 00	24 <sup>q</sup>	21	24	14	17
190	"	"	"	180 Miles....	77	69	63	54	44	39	29	28	29	21	44	54	37	16 <sup>q</sup>	2 16	2 22	37 00	30 00	25	22	25	15	18
200	"	"	"	190 Miles....	78	70	64	55	45	40	30	29	29	21	45	55	39	16 <sup>p</sup>	2 17	2 23	38 00	30 50	25 <sup>q</sup>	22	25	15	18
210	"	"	"	200 Miles....	80	71	64	56	46	41	31	30	30	21	46	56	40	18	2 18	2 24	38 00	31 00	26	23	26	16	19
220	"	"	"	210 Miles....	82	72	65	57	47	43	32	31	31	22	47	57	41	18	2 19	2 25	39 00	31 00	26 <sup>q</sup>	23	26	16	19
230	"	"	"	220 Miles....	83	73	66	58	48	44	33	32	32	23	48	58	42	18	2 20	2 26	39 00	31 00	27	24	27	17	20
240	"	"	"	230 Miles....	84	74	67	59	50	45	34	33	33	24	50	59	43	18	2 21	2 27	39 00	32 00	27 <sup>p</sup>	24	27	17	20
250	"	"	"	240 Miles....	85	75	68	61	51	46	35	34	33	25	51	61	44	18	2 22	2 28	40 00	32 00	28	25	28	18	21
260	"	"	"	250 Miles....	86	76	69	62	52	47	36	35	34	25	52	62	45	20	2 23	2 29	41 00	32 00	28 <sup>p</sup>	25	28	18	21
270	"	"	"	260 Miles....	87	77	70	63	54	48	37	36	35	25	54	63	46	20	2 24	2 30	41 00	33 00	29	26	29	19	22
280	"	"	"	270 Miles....	88	78	71	64	54	49	38	37	36	26	54	64	47	20	2 25	2 31	42 00	33 00	29 <sup>p</sup>	26	29	19	22
290	"	"	"	280 Miles....	89	79	72	65	55	51	39	38	37	26	55	65	48	20	2 26	2 32	42 00	33 00	30	27	30	20	23
300	"	"	"	290 Miles....	90	80	74	66	56	52	40	39	37	27	56	66	50	20	2 27	2 33	43 00	34 00	30	27	30	20	23
310	"	"	"	300 Miles....	91	81	75	67	57	53	41	40	39	27	57	67	51	21	2 28	2 34	43 00	34 00	31	28	31	21	24
320	"	"	"	310 Miles....	92	82	76	68	59	54	42	40	40	27	59	68	52	21	2 29	2 35	44 00	34 00	31	28	31	21	24
330	"	"	"	320 Miles....	93	83	77	69	59	55	43	41	41	27	59	69	53	21	2 30	2 36	44 00	35 00	32	28	31	21	24
340	"	"	"	330 Miles....	94	84	78	69	60	55	43	41	41	28	60	69	53	22	2 31	2 37	45 00	35 00	32	29	32	22	25
350	"	"	"	340 Miles....	95	85	78	70	60	56	43	42	42	28	60	70	54	22	2 32	2 38	45 00	35 00	33	29	32	22	25
360	"	"	"	350 Miles....	96	86	79	70	60	56	44	42	42	29	60	70	54	22	2 33	2 39	46 00	35 00	34	29	32	22	25
370	"	"	"	360 Miles....	97	87	79	70	60	56	45	42	42	29	60	70	54	22	2 34	2 40	46 00	35 00	34	30	33	23	26
380	"	"	"	370 Miles....	98	88	80	71	61	57	45	43	43	30	61	71	55	23	2 35	2 43	47 00	36 00	35	30	33	23	26
390	"	"	"	380 Miles....	99	89	81	71	61	57	45	43	43	30	61	71	55	23	2 36	2 46	47 00	36 00	35	30	33	23	26
400	"	"	"	390 Miles....	100	90	82	72	62	57	45	43	43	31	62	72	55	23	2 37	2 50	48 00	36 00	36	31	34	24	27

**SCHEDULE OF FREIGHT TARIFFS OPERATED IN THE STATE OF FLORIDA BY THE FLORIDA EAST  
COAST RAILWAY, EFFECTIVE NOVEMBER 1, 1910. —Continued.**

DISTANCES.				CLASS RATES IN CENTS PER 100 POUNDS.												Per Barrel.		Per 100 Lbs.		2,000 Lbs. Per Ton,		Per Carload.				Per 100 Lbs.		Per Stand'rd Box.		Per Stand'rd Crate.	
				1	2	3	4	5	6	A	B	C	D	E	H	F	K	L	M	N	O	P	R	G C.L. L.C.L.		V C.L. L.C.L.					
410	"	"	"	400 Miles....	101	91	83	73	63	58	46	44	44	32	63	73	56	24	2 38	2 51	51 00	37 00	For Class P Rates See Pages 220-222	37	31	34	24	27			
420	"	"	"	410 Miles....	102	92	83	73	63	58	46	44	44	32	63	73	56	24	2 38	2 51	51 00	37 00		37	31	34	24	27			
430	"	"	"	420 Miles....	103	93	83	73	63	58	46	44	44	32	63	73	56	24	2 38	2 51	51 00	37 00		37	32	35	25	28			
440	"	"	"	430 Miles....	104	94	84	74	64	59	47	45	45	33	64	74	57	25	2 39	2 52	51 00	38 00		38	32	35	25	28			
450	"	"	"	440 Miles....	105	95	84	74	64	59	47	45	45	33	64	74	57	25	2 39	2 52	51 00	38 00		38	32	35	25	28			
460	"	"	"	450 Miles....	106	96	84	74	64	59	47	45	45	33	64	74	57	25	2 39	2 52	51 00	38 00		38	33	36	26	29			
470	"	"	"	460 Miles....	107	97	85	75	65	60	48	46	46	34	65	75	58	26	2 40	2 53	51 00	39 00		39	33	36	26	29			
480	"	"	"	470 Miles....	108	98	85	75	65	60	48	46	46	34	65	75	58	26	2 40	2 53	51 00	39 00		39	33	36	26	29			
490	"	"	"	480 Miles....	109	99	85	75	65	60	48	46	46	34	65	75	58	26	2 40	2 53	51 00	39 00		39	34	37	27	30			
500	"	"	"	490 Miles....	110	100	86	76	66	61	49	47	47	35	66	76	59	27	2 41	2 54	53 00	40 00		40	34	37	27	30			
510	"	"	"	500 Miles....	111	101	86	76	66	61	49	47	47	35	66	76	59	27	2 41	2 54	53 00	40 00	40	34	37	27	30				
520	"	"	"	510 Miles....	112	102	86	76	66	61	49	47	47	35	66	76	59	27	2 41	2 54	53 00	40 00	40	35	38	28	31				
530	"	"	"	520 Miles....	113	103	87	77	67	62	50	48	48	36	67	77	60	28	2 42	2 55	54 00	41 00	41	35	38	28	31				
540	"	"	"	530 Miles....	114	104	87	77	67	62	50	48	48	36	67	77	60	28	2 42	2 55	54 00	41 00	41	35	38	28	31				
550	"	"	"	540 Miles....	115	105	87	77	67	62	50	48	48	36	67	77	60	28	2 42	2 55	54 00	41 00	41	36	39	29	32				

**SCHEDULE OF FREIGHT TARIFFS OPERATED IN THE STATE OF FLORIDA BY THE GEORGIA, FLORIDA  
& ALABAMA RAILWAY.**

DISTANCES.	PER ONE HUNDRED POUNDS.															Per Barrel.	Per 100 Lbs.		Per Ton 2,000 Lbs.	Per Car Load.				Per 100 Lbs.	Per Standard Crate.
	1	2	3	4	5	6	A	B	C	D	E	F	H	K	L		M	N		O	P	R	G		
10 miles and under.....	24	21	20	15	14	12	12	12	5½	5	14	11½	15	7½	.75	1.20	9.75	12.00	See For Class P Rates. Pages 220-222	8	10	8			
20 miles and over 10.....	30	27	24	21	18	15	15	15	7	6	18	14	21	9	.90	1.35	12.00	15.00		9	11	8			
30 miles and over 20.....	36	32	29	26	21	17	17	17	7½	6½	21	15	26	10½	1.05	1.50	15.00	16.50		11	12	8			
40 miles and over 30.....	41	36	33	30	24	18	18	18	8	7½	24	16½	30	12	1.20	1.65	19.50	18.00		12	12	9			
50 miles and over 40.....	42	38	35	31	25	18	18	18	8½	8	27	17½	31	12	1.26	1.68	19.60	18.20		13	13	9			
60 miles and over 50.....	45	41	36	32	27	20	20	20	9	8½	27	18	32	12	1.33	1.75	19.60	19.60		13	13	10			
70 miles and over 60.....	50	46	41	36	28	21	21	21	9½	9	28	19	36	12½	1.40	1.96	22.40	21.00		15	14	11			
80 miles and over 70.....	51	47	41	36	28	21	21	21	10	9½	28	20	36	12½	1.43	1.96	22.40	21.00		16	15	11			
90 miles and over 80.....	55	49	43	38	29	22	22	22	11	10	29	22	38	12½	1.50	2.10	23.40	22.10		17	16	12			
100 miles and over 90.....	59	52	46	39	30	23	23	23	11½	11	30	23	39	13	1.56	2.21	26.00	22.10		18	17	12			
110 miles and over 100.....	59	52	46	39	30	23	23	23	12	11	30	23	39	13	1.56	2.21	26.00	22.10		18	17	12			

**SCHEDULE OF FREIGHT TARIFFS OPERATED IN THE STATE OF FLORIDA BY THE GEORGIA SOUTHERN  
AND FLORIDA RAILWAY—LOCAL MILEAGE TARIFF.**

DISTANCES.		PER HUNDRED POUNDS.													Per Barrel. Per 100 Pounds.	Per Ton 2,000 Pounds.	Per Car Load.					Per 100 Pounds. Oranges per box 80 lbs. Vegetables per crate 50 lbs.
		1	2	3	4	5	6	A	B	C	D	E	H	F	K	L	M	N	O	P	R	
10 miles and under.....		24	21	20	15	14	12	12	12	5½	5	14	15	11½	7½	\$ .75	\$1.20	\$ 9.75	\$12.00	For Class P Rate See Pages 220-222		8 10
20 miles and over 10 miles		30	27	24	21	18	15	15	15	7	6	18	21	14	9	.90	1.35	12.00	15.00			9 11
30 miles and over 20 miles		36	32	29	26	21	17	17	17	7½	6½	21	26	15	10½	1.05	1.50	15.00	16.50			11 12
40 miles and over 30 miles		41	36	33	30	24	18	18	18	8	7½	24	30	16½	12	1.20	1.65	19.50	18.00			12 12
50 miles and over 40 miles		42	38	35	31	25	18	18	18	8½	8	25	31	17½	12	1.26	1.68	19.60	18.20			13 13
60 miles and over 50 miles		46	42	38	34	27	20	20	20	9	8½	27	34	18	12½	1.33	1.82	20.30	19.60			14 13
70 miles and over 60 miles		50	46	41	36	28	21	21	21	9½	9	28	36	19	12½	1.40	1.96	22.40	21.00			15 14 10
80 miles and over 70 miles		51	47	41	36	28	21	21	21	10	9½	28	36	20	12½	1.43	1.96	22.40	21.00			16 14 10
90 miles and over 80 miles		55	49	43	38	29	22	22	22	11	10	29	38	21½	12½	1.50	2.08	23.40	22.10			17 15 10
100 miles and over 90 miles		59	52	46	39	30	23	23	23	11½	11	30	39	23	13	1.56	2.21	26.00	22.10			18 15 10
110 miles and over 100 miles		59	52	46	39	30	23	23	23	12	11	30	39	23	13	1.56	2.21	26.00	22.10			18 15 11
120 miles and over 110 miles		61	53	47	39	30	24	24	24	13	12	30	39	24	13	1.56	2.28	27.60	22.10			19 15 11

SCHEDULE OF FREIGHT TARIFFS OPERATED IN THE STATE OF FLORIDA BY THE PENSACOLA, MOBILE & NEW ORLEANS RY. CO.—LOCAL MILEAGE TARIFF.

DISTANCES	Per 100 pounds.																Per Barrel.	Per 100 lbs.	Fertilizers.	Per 100 lbs.
	1	2	3	4	5	6	A	B	C	D	E	H	F	L	M	N	*P			
10 miles and under .....	20	17	15	13	12	11	11	11	7	7	11	11	7	7	7	5				
20 miles and over 10 miles .....	23	20	18	16	13	12	12	12	9	9	13	13	9	9	9	6				
30 miles and over 20 miles .....	28	24	22	19	17	15	15	15	10	10	15	15	10	10	10	6				

\*For Class P Rates See Pages 200-222.



**SCHEDULE OF FREIGHT TARIFFS OPERATED IN THE STATE OF FLORIDA BY THE PENSACOLA DIVISION  
LOUISVILLE AND NASHVILLE RAILROAD—LOCAL MILEAGE TARIFF.**

DISTANCES.	CLASS RATES IN CENTS Per 100 Pounds.														Per Barrel.	Per 100 Lbs.	CARLOADS.										Per 2,000 Lbs.	Per 100 Lbs.	Per 2,000 Lbs.	Per Car.		Oranges, box 80 Lbs.	Veg'bles, Cr't 50 Lbs.																																																																																																																																																																																																																																																																																																																																		
																	Per 100 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.				Per 2,000 Lbs.	Per 2,000 Lbs.			Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.	Per 2,000 Lbs.

# SCHEDULE OF FREIGHT TARIFFS OPERATED IN FLORIDA BY GEORGIA & FLORIDA RAILWAY.

BETWEEN LOCAL STATIONS IN FLORIDA.	PER HUNDRED POUNDS.												Per Barrel.	Per 100 Pounds.	Per Ton.	PER CAR LOAD.			Per 100 Pounds.	Per Crate.	
	1	2	3	4	5	6	A	B	C	D	H	F	K	L	M	N	O	P	R	G	V
10 miles and under.....	24	21	20	15	14	12	12	8	5½	5	15	11	5	50	\$ .80	\$ 8.00	\$ 6.00	For Class P Rates See Pages 220-222	5	13	10
20 miles and over 10 miles.....	30	27	24	21	18	15	15	10	7	6	21	14	6	60	.90	11.00	10.00		6	13	10
30 miles and over 20 miles.....	36	32	29	26	21	17	17	11	7½	7	26	15	7	70	1.00	14.00	11.00		7	13	10
40 miles and over 30 miles.....	41	36	33	30	24	18	18	12	8	7½	30	16	8	80	1.10	16.00	12.00		8	13	10
50 miles and over 40 miles.....	45	41	37	33	27	20	20	13	9	8	33	17½	8	90	1.20	18.00	13.00		9	13	10

**CLASS P. RATES.**

EFFECTIVE ON THE FOLLOWING RAILROADS.

Atlantic Coast Line Railroad.  
 Seaboard Air Line Railway.  
 Louisville & Nashville Railroad.  
 Florida East Coast Railway.  
 Georgia Southern & Florida Railway.  
 Charlotte Harbor & Northern Railway.  
 Live Oak, Perry & Gulf Railroad.  
 Georgia, Florida & Alabama Railway.  
 Tavares & Gulf Railroad.  
 East & West Coast Railway.

5 miles and under .....	4.00
10 miles and over 5.....	5.00
15 miles and over 10.....	6.80
20 miles and over 15.....	6.80
25 miles and over 20.....	7.60
30 miles and over 25.....	7.60
35 miles and over 30.....	8.40
40 miles and over 35.....	8.40
45 miles and over 40.....	9.20
50 miles and over 45.....	9.20
55 miles and over 50.....	10.00
60 miles and over 55.....	10.00
65 miles and over 60.....	10.30
70 miles and over 65.....	10.30
75 miles and over 70.....	11.10
80 miles and over 75.....	11.10
85 miles and over 80.....	11.90
90 miles and over 85.....	11.90
95 miles and over 90.....	12.70
100 miles and over 95.....	12.70
110 miles and over 100.....	13.00
120 miles and over 110.....	13.80

130 miles and over 120.....	14.60
140 miles and over 130.....	14.90
150 miles and over 140.....	15.70
160 miles and over 150.....	16.50
170 miles and over 160.....	17.50
180 miles and over 170.....	17.50
190 miles and over 180.....	18.00
200 miles and over 190.....	18.00
210 miles and over 200.....	18.50
220 miles and over 210.....	18.50
230 miles and over 220.....	19.00
240 miles and over 230.....	19.00
250 miles and over 240.....	19.50
260 miles and over 250.....	19.50
270 miles and over 260.....	20.00
280 miles and over 270.....	20.00
290 miles and over 280.....	20.50
300 miles and over 290.....	20.70
310 miles and over 300.....	21.00
320 miles and over 310.....	21.30
330 miles and over 320.....	21.60
340 miles and over 330.....	21.90
350 miles and over 340.....	22.20
360 miles and over 350.....	22.50
370 miles and over 360.....	22.80
380 miles and over 370.....	23.10
390 miles and over 380.....	23.40
400 miles and over 390.....	23.70
410 miles and over 400.....	24.00
420 miles and over 410.....	24.30
430 miles and over 420.....	24.60
440 miles and over 430.....	24.90
450 miles and over 440.....	25.20
460 miles and over 450.....	25.50
470 miles and over 460.....	25.80
480 miles and over 470.....	26.10

490 miles and over 480.....	26.40
500 miles and over 490.....	26.70
510 miles and over 500.....	27.00
520 miles and over 510.....	27.30
530 miles and over 520.....	27.60
540 miles and over 530.....	27.90
550 miles and over 540.....	28.20

The above rates, for distances up to and including 400 miles, were put into effect by the Commissioners' Order No. 431. Rates for distances over 400 miles and up to and including 450 miles were submitted by the Seaboard Air Line Railway and were approved by the Commissioners. Rates over 450 miles were put into effect by the Florida East Coast Railway and are approved by the Commissioners.

#### CLASS P RATES.

Effective from January 1, 1919, to December 31, 1919, inclusive, on the following railroads:

Apalachicola Northern Railroad Company.  
 Atlanta & St. Andrews Bay Railway Company.  
 Birmingham, Columbus & St. Andrews Railroad Co.  
 Fellsmere Railroad.  
 Florida, Alabama & Gulf Railroad Co.  
 Georgia & Florida Railway.  
 Gulf, Florida & Alabama Railway Company.  
 Madison Southern Railway.  
 Marianna & Blountstown R. R.  
 Ocala & Southwestern Railroad.  
 Ocklawaha Valley Railroad Company.  
 South Georgia Railway.  
 Tampa & Jacksonville Railway.  
 Tavares & Gulf R. R.

10 miles and under.....	5.00
20 miles and over 10 miles.....	7.00
30 miles and over 20 miles.....	8.00



40 miles and over	30 miles.....	9.00
50 miles and over	40 miles.....	10.00
60 miles and over	50 miles.....	11.00
70 miles and over	60 miles.....	11.00
80 miles and over	70 miles.....	12.00
90 miles and over	80 miles.....	13.00
100 miles and over	90 miles.....	14.00
110 miles and over	100 miles.....	14.00
120 miles and over	110 miles.....	15.00
130 miles and over	120 miles.....	16.00
140 miles and over	130 miles.....	16.00
150 miles and over	140 miles.....	17.00

After the 31st day of December, 1919, the above rates cease to be effective, and will be automatically superseded by Class P rates carried in the Commission's Order No. 431.

#### CLASS P RATES.

Effective on the Pensacola, Mobile and New Orleans Railway Co. from March 15, 1915, to December 31, 1919.

10 miles and over.....	12.00
20 miles and over 10 miles.....	14.40
30 miles and over 20 miles.....	19.20

After the 31st day of December, 1919, the above rates cease to be effective and will be automatically superseded by Class P rates carried in the Commission's Order No. 431.

#### CLASS P RATES.

In effect on the following railroads:

Gulf Coast Ry.

Pelham and Havana Railroad.

10 miles and under .....	\$ 5.00
20 miles and over 10 miles.....	7.00
30 miles and over 20 miles.....	8.00
40 miles and over 30 miles.....	9.00
50 miles and over 40 miles.....	10.00
60 miles and over 50 miles.....	11.00
70 miles and over 60 miles.....	11.00
80 miles and over 70 miles.....	12.00

**RATE ON PHOSPHATE BETWEEN POINTS WITH-  
IN THE STATE OF FLORIDA.**

The rate on Phosphate between points within the State of Florida shall not exceed one cent per ton per mile.

Provided, That where the rate of one cent per ton per mile will raise any rate now in operation (December 17, 1903), that said rate of one cent per ton per mile shall not be effective, but the lower rate as charged by the Railroad Companies is hereby adopted by the Railroad Commissioners as their rate between such points.

Provided further, That where a shipment of Phosphate shall pass over two or more railroads in reaching its destination within the State of Florida, the initial line may charge one and a half cents per ton per mile for the first ten miles which said Phosphate shall be hauled.

Provided further, That where Phosphate from points in Florida passes over two or more roads in reaching its destination within the State of Florida, that the provisions of Rule 19, Governing Joint Rates is hereby modified, so that the initial road shall have the right to deliver the shipment to the delivering road at such junctional point within the State of Florida as it may desire.

Provided, however, that the rate charged for such shipment shall be based upon the shortest mileage between the point of shipment and the place of destination.

## SUGAR CANE TO SUGAR AND SYRUP FACTORIES.

Distances—	Rate, in cents, per ton of 2,000 lbs.
10 miles and under.....	\$ .50
20 miles and over 10 miles.....	.50
30 miles and over 20 miles.....	.55
40 miles and over 30 miles.....	.65
50 miles and over 40 miles.....	.70
60 miles and over 50 miles.....	.75
70 miles and over 60 miles.....	.80
80 miles and over 70 miles.....	.85
90 miles and over 80 miles.....	.90
100 miles and over 90 miles.....	.95
Minimum, 15 tons to a car.	

NOTE—These rates apply, *provided* the full products of the cane are re-shipped from the factory by the line bringing in the cane.

*Provided further*, That such carrier makes as low rates as other competing carriers on the outward product.

If the product is not shipped as above provided, the rates will be 100 per cent. higher.

## RATES ON COTTON PRESSED IN BALES.

## RATES IN CENTS PER 100 POUNDS.

10 miles and under.....	11
20 miles and over 10 miles.....	13
30 miles and over 20 miles.....	15
40 miles and over 30 miles.....	17
50 miles and over 40 miles.....	19
60 miles and over 50 miles.....	21
70 miles and over 60 miles.....	23
80 miles and over 70 miles.....	25
90 miles and over 80 miles.....	27
100 miles and over 90 miles.....	29
110 miles and over 100 miles.....	30
120 miles and over 110 miles.....	31

130 miles and over 120 miles.....	32
140 miles and over 130 miles.....	33
150 miles and over 140 miles.....	34
160 miles and over 150 miles.....	35
180 miles and over 160 miles.....	36
200 miles and over 180 miles.....	37
220 miles and over 200 miles.....	38
240 miles and over 220 miles.....	39
260 miles and over 240 miles.....	40
280 miles and over 260 miles.....	41
300 miles and over 280 miles.....	42
320 miles and over 300 miles.....	43
340 miles and over 320 miles.....	44
360 miles and over 340 miles.....	45
380 miles and over 360 miles.....	46
400 miles and over 380 miles.....	47
420 miles and over 400 miles.....	48
440 miles and over 420 miles.....	49
460 miles and over 440 miles.....	50
480 miles and over 460 miles.....	51
500 miles and over 480 miles.....	52

#### RATES ON CANE SYRUP AND MOLASSES.

Applicable on the Seaboard Air Line Railway in Florida.

Cane Syrup and Molasses, in barrels, half barrels and kegs, or in tin cans, jacketed or boxed. In cents per 100 pounds.

	CL	LCL
40 miles and under.....	12	15
90 miles and over 40 miles.....	13	16
140 miles and over 90 miles.....	14	17
190 miles and over 140 miles.....	15	18
240 miles and over 190 miles.....	16	19
290 miles and over 240 miles.....	17	20
340 miles and over 290 miles.....	18	21

390 miles and over 340 miles.....	19	22
440 miles and over 390 miles.....	20	23
490 miles and over 440 miles.....	21	24
540 miles and over 490 miles.....	22	25
590 miles and over 540 miles.....	23	26

**LOCAL MILEAGE RATES ON FRUIT AND  
VEGETABLES.**

DISTANCES.	CLASS	
	Per Crate	
	G.	V.
10 miles and under.....	13	10
20 miles and over 10 miles.....	13	10
30 miles and over 20 miles.....	13	10
40 miles and over 30 miles.....	13	10
50 miles and over 40 miles.....	13	10
60 miles and over 50 miles.....	15	10
70 miles and over 60 miles.....	16	10
80 miles and over 70 miles.....	16	10
90 miles and over 80 miles.....	16	10
100 miles and over 90 miles.....	16	10
110 miles and over 100 miles.....	16	11
120 miles and over 110 miles.....	16	11
130 miles and over 120 miles.....	16	11
140 miles and over 130 miles.....	16	11
150 miles and over 140 miles.....	17	12
160 miles and over 150 miles.....	17	12
170 miles and over 160 miles.....	18	12
180 miles and over 170 miles.....	18	12
190 miles and over 180 miles.....	18	13
200 miles and over 190 miles.....	18	13
210 miles and over 200 miles.....	19	13
220 miles and over 210 miles.....	19	13
230 miles and over 220 miles.....	19	14
240 miles and over 230 miles.....	20	14
250 miles and over 240 miles.....	20	14

For distances exceeding 250 miles, the maximum rate shall be 25 cents per box or crate and 50 cents per barrel or barrel crate.



These rates will apply on local shipments between all points on any railroad in the State of Florida.

EXCEPTIONS.—These rates do not apply to base points *as a basis for through rates.*

Do not apply on Florida East Coast Railway.

For Florida East Coast Railway see its regular local mileage rates.

### CLASSIFICATION.

#### CLASS G—FRUIT:

Oranges, Lemons, Limes, Grapefruit, Pineapples.

In standard crates of 80 pounds.

Barrels or barrel-crates, double the crate rate.

Strawberries in crates of 50 pounds.

#### CLASS V—FRUIT:

Peaches, Pears and Guavas.

#### VEGETABLES:

Beans, Beets, Cauliflowers, Okra, Tomatoes, Squash, Potatoes (Irish and Sweet), Green Peas, Eggplants, Turnips, Green Corn, Asparagus, Radishes, Lettuce, Onions, Cabbage, Kale, Cantaloupes, and like articles.

In standard crates of 50 pounds.

Barrels or barrel-crates, double the crate rate.

Package rates to apply on standard crates estimated to weigh 50 pounds. The rate per package to be applied regardless of the weight, whether under or over, so long as the package capacity does not exceed the standard.

In the shipment of barrels, barrel-crates or barrel-sacks, estimated weight to be double that of the standard crate above referred to. The rate to apply as a package rate regardless of whether the barrel weighs more or less than the estimated weight.

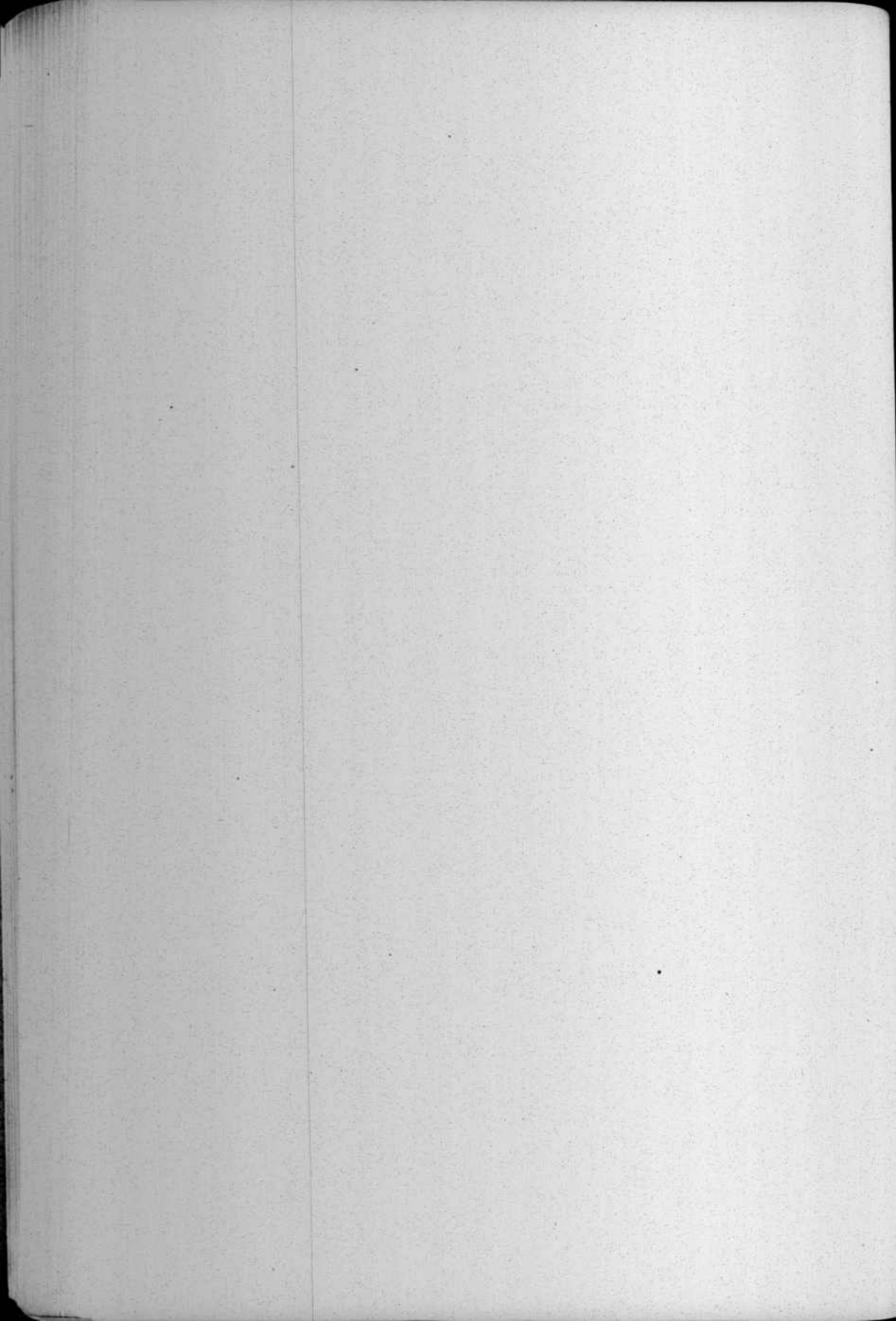
In either case where a package is used of greater dimen-

sions than the standard crate, standard barrel, barrel-crate or sack, the package rate per crate or per barrel, as the case may be, shall be applied as a per hundred pound rate on actual weight.

The standard barrel-crate referred to is understood not to exceed 12x20x36 inches.

The standard barrel referred to is understood not to exceed the capacity of a flour barrel.

The standard barrel-sack referred to is understood not to exceed a capacity of 2 1-2 bushels.



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# DISTANCE TABLES

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# DISTANCE TABLES.

## ATLANTIC COAST LINE RAILWAY.

### Jacksonville to Port Tampa.

Jacksonville .....	0.	Longs .....	79.0	Gatlin .....	151.0
Wessner .....	3.6	Denver .....	77.5	Jessamine .....	152.0
Richardson .....	5.0	Silver Pond .....	80.0	Pine Castle .....	153.0
Youkon .....	9.4	Hammond .....	81.2	Taft .....	154.0
Reeds .....	11.0	Seville .....	83.4	Connelly .....	158.6
Orange Park .....	14.0	Pierson .....	89.1	Kissimmee .....	164.4
Peoria .....	19.0	Eldridge .....	91.5	Campbell .....	168.4
Doctor's Inlet .....	20.4	Barberville .....	93.8	Loughman .....	175.5
Russell .....	23.9	De Leon Springs .....	99.0	Davenport .....	182.2
Williams .....	26.0	Glenwood .....	102.2	Haines City .....	185.4
Magnolia Springs .....	28.3	Walters .....	104.0	Lake Alfred .....	192.1
Green Cove Springs .....	29.8	DeLand Junction .....	107.2	Auburndale .....	196.4
Walkill .....	33.3	Beresford .....	108.0	Carter's .....	201.6
West Tocol .....	40.2	Fatio .....	110.0	Lakeland .....	207.0
Bostwick .....	45.7	Orange City Junction .....	112.3	Winston .....	211.1
Teasdale .....	48.6	Enterprise Junction .....	118.1	Youpan's .....	214.1
Rice Creek .....	51.0	Monroe .....	121.0	Plant City .....	217.5
Pecan .....	51.6	Rands .....	122.5	Dover .....	223.7
Sauble .....	52.0	Sanford .....	124.3	Seffner .....	227.1
Palatka .....	54.9	Elwould .....	128.0	Mango .....	230.0
Lundy .....	57.3	Crystal Lake .....	129.0	Orient .....	233.4
Peniel .....	60.0	Lake Mary .....	129.2	Thonotosassa Jct. ....	236.3
Buffalo Bluff .....	62.1	Longwood .....	133.8	Ybor City .....	237.5



Satsuna	63.9	Altamonte Springs	136.7	Tampa	238.1
Sisco	67.0	Maitland	139.3	Tampa Bay Hotel	241.4
Middletons	68.0	Park House	141.0	Carlow	239.8
Pomona	69.4	Winter Park	141.8	Dewey	243.3
Lake Como	71.0	Formosa	145.0	Port Tampa City	246.3
Huntington	74.2	Orlando	146.6	Port Tampa	248.0
Crescent City Jet	77.0	Eight Oaks	150.0		

Jacksonville to Jesup.

Jacksonville	0.0	Ratliff	14.7	Andrews	33.9
Moncrief	3.5	Callahan	19.7	Bologne	37.3
Picket	5.5	Dyal	24.3	Folkston, Ga	41.5
Dinsmore	9.6	Hilliard	29.9	Jesup, Ga.	96.0

**ATLANTIC COAST LINE RAILWAY—Continued.**  
**Jacksonville to St. Petersburg.**

Jacksonville .....	0.0	Evinston .....	101.7	Leesburg .....	159.0
Milldale .....	10.0	Boardman .....	104.0	Corley .....	161.0
Moncrief .....	3.5	McIntosh .....	104.6	Okahumpka .....	164.5
Cambon .....	9.3	Gaitskill .....	106.0	Cason .....	169.0
Mandeville .....	14.1	Orange Lake .....	106.1	Center Hill .....	173.6
Baldwin .....	19.2	Oaklawn .....	107.0	Webster .....	178.2
Mattox .....	24.0	Reddick .....	110.5	St. Catherine .....	183.3
McPherson .....	26.8	Lowell .....	113.4	x*Croom .....	189.2
Nursery .....	29.0	Martin .....	116.6	Rital .....	172.7
Bessent .....	30.8	Zuber .....	117.4	Trilby .....	176.9
Sapp .....	37.8	Kendrick .....	119.6	Blanton .....	181.8
Britt .....	41.0	Ocala Junction .....	124.2	San Antonio .....	187.9
Ellerbe .....	41.7	Ocala .....	125.1	Pasco .....	191.6
Raiford .....	44.8	Fakes .....	126.0	Ehren .....	199.9
Rylander .....	47.1	Orange Avenue .....	127.0	Drexel .....	202.0
Johnstown .....	49.0	Montague .....	130.0	Odessa .....	210.4
Lake Butler .....	51.9	Cornell .....	131.3	Keystone Park .....	214.1
Dukes .....	58.0	Welshton .....	136.0	Taconey .....	218.0
Munich .....	58.8	Candler .....	138.6	Tarpon Springs .....	221.0
Worthington Springs .....	61.0	Ocklawaha .....	140.0	Sutherland .....	226.5
Santa Fe .....	63.9	Weir Park .....	141.0	Ozona .....	227.2
Hainesworth .....	68.2	East Lake .....	144.1	Dunedin .....	231.3
Burnett's Lake .....	70.8	Stanton .....	146.0	Clear Water .....	234.5
Hague .....	74.1	Weirsdale .....	146.6	Bellair .....	235.5
Paradise .....	80.4	Conant .....	150.0	Largo .....	238.1
Gainesville .....	84.5	Lady Lake .....	151.3	Cross Bayou .....	242.9
Rochelle .....	93.5	Fruitland Park .....	156.0	Pinellas Park .....	245.8
Micanopy Jct. ....	99.1	Leesburg Junction .....	158.0	Lellman .....	247.0

St. Petersburg ..... 252.2 | St. Petersburg Wharf ..... 252.9 |

xJax to Croom via Newberry, 167.8. \*Stations south of Croom based on mileage via Newberry.

Jacksonville to Perry.

Jacksonville .....	0.0	Rylander .....	47.1	Tyler .....	93.9
Milldale .....	10.0	Johnstown .....	49.0	Trenton .....	98.1
Moncrief .....	3.5	Lake Butler .....	51.9	Wilcox .....	104.5
Cambon .....	9.3	Dukes .....	57.8	Wilcox Junction .....	106.0
Mandeville .....	14.1	Munich .....	58.8	Old Town .....	108.5
Baldwin .....	19.2	Worthington Springs .....	61.0	Eugene .....	113.6
Mattox .....	24.0	Santa Fe .....	63.9	Cross City .....	116.8
McPherson .....	26.8	Hainesworth .....	68.2	Hines .....	126.9
Nursery .....	29.0	Burnett's Lake .....	70.8	Clara .....	134.0
Bessent .....	30.8	West Alachua .....	72.5	Salem .....	141.7
Sapp .....	37.8	Cadillac .....	77.0	Athena .....	150.3
Britt .....	41.0	Haile .....	79.0	Penland .....	154.6
Ellerbe .....	41.7	Komoka .....	82.1	Perry .....	161.0
Raiford .....	44.8	Newberry .....	84.6		

**ATLANTIC COAST LINE RAILWAY—Continued.**  
Lakeland to Fort Myers.

Lakeland .....	0.0	Torrey .....	33.7	Cleveland .....	82.2
Pauway .....	4.2	Wauchula .....	38.1	Punta Gorda .....	86.0
Haskell .....	7.5	Zolfo .....	42.1	Acline .....	90.2
Bartow .....	13.0	Moffitt .....	45.6	Glechrist .....	99.1
Ice Factory Spur .....	13.8	Buchanan .....	48.4	Samville .....	106.8
Homeland .....	19.2	Gardner .....	52.5	Tice .....	109.8
Fort Meade .....	23.9	Brownville .....	56.0	Fort Myers .....	114.0
Whidden Creek .....	26.4	Arcadia .....	62.0		
Jane Jay .....	28.4	Nocatee .....	66.0		
Bowling Green .....	31.7	Fort Ogden .....	72.6		

**Sanford to Trilby.**

Sanford .....	0.0	Fullers .....	26.6	Sheridan .....	48.0
Sanford Junction .....	0.1	Staten .....	27.0	Hammondsville .....	49.0
New Upsala .....	2.3	Crown Point .....	27.9	Groveland .....	49.8
Twin Lakes .....	3.3	Brannons .....	29.0	Taylorville .....	51.0
Sylvan Lake .....	4.8	Winter Garden .....	30.1	Mascotte .....	52.8
Pine Crest .....	5.8	Brayton .....	31.0	Tuscanooga .....	56.0
Island Lake .....	7.2	Tildenville .....	31.7	Mabel .....	59.0
Glen Ethel .....	11.2	Oakland .....	32.9	Cedar Hammock .....	59.1
Palm Springs .....	13.8	Killarney .....	35.0	Linden .....	62.8
Granada .....	14.1	Cynthiana .....	38.0	Tarrytown .....	63.2
Forest City .....	16.5	Mohawk .....	40.0	Tompkins Crossing .....	64.1
Toronto .....	19.0	Minneola .....	41.9	Riverland .....	67.2
Lakeville .....	21.0	Clermont .....	43.5	Lacoochee .....	71.1
Clarcona .....	22.8	Parkers Crossing .....	46.0	Trilby .....	74.6
Millerton .....	24.1	Varnell .....	48.0		



Lakeland to Waycross.

Lakeland .....	0.0	Holder .....	73.0	High Springs .....	139.5
Galloway .....	6.0	Ladonia .....	73.6	Fort White .....	148.8
Kathleen .....	7.6	Elliston .....	75.9	Lake City Junction .....	151.7
Stokes .....	11.5	Gibara .....	77.0	Hildreth .....	155.4
Southern Pines .....	12.0	Gulf Junction .....	79.3	Burlington .....	155.5
Millards .....	15.6	Dunnellon .....	80.8	Branford .....	162.5
Kings Mill .....	16.0	Chatmar .....	83.0	O'Brien .....	168.0
Lumberton .....	20.0	Juliette .....	85.3	McAlpin .....	174.9
Richland .....	20.8	Romeo .....	92.5	Pinemount .....	176.6
Ellerslie .....	23.0	Pedricks Mill .....	94.0	Padlock .....	181.4
Collins .....	26.0	Morrison .....	97.6	Live Oak .....	186.1
Dade City .....	27.5	Montbrook .....	100.8	North Live Oak .....	187.1
Owensboro .....	33.0	Williston .....	105.1	Byrd's Still .....	188.5
Trilby .....	34.0	Hodgson .....	106.0	Rixford .....	190.5
Rital .....	38.2	Gunnells .....	107.0	Suwannee .....	193.1
Netherland Mines .....	42.0	Raleigh .....	109.0	Marion .....	196.8
Croom .....	43.1	Eve .....	112.0	Jasper .....	202.2
Leta .....	46.0	Archer .....	116.5	Bakers Mill .....	206.2
Istachatta .....	49.1	Half Moon .....	121.9	Tarver, Ga. ....	214.7
Pineola .....	52.0	Newberry .....	126.3	Alexanderville, Ga. ....	217.7
Diamond Mines .....	53.0	Lexington .....	128.7	Haylow, Ga. ....	223.5
Floral City .....	56.0	Younglove .....	131.0	Withers, Ga. ....	225.4
Inverness .....	62.8	Wades .....	134.0	Dupont Junction, Ga. ....	234.4
Hernando .....	68.3	Clark .....	134.5	Waycross, Ga. ....	269.3

High Springs to Burnett's Lake.

High Springs .....	0.0	Alachua .....	7.6	Burnett's Lake .....	9.3
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## ATLANTIC COAST LINE RAILWAY—Continued.

## Between Dunnellon and Wilcox.

Wilcox Junction .....	0.0	Otter Creek .....	22.7	Dunnellon .....	51.8
Chiefland .....	9.4	LeBannon .....	36.4		

## Ocala to Homosassa.

Ocala .....	0.0	Leroy .....	14.7	Gulf Junction .....	28.0
Ocala Junction .....	0.9	Rock Springs .....	18.7	Citronelle .....	35.0
Martel .....	9.0	Juliette .....	22.0	Crystal River .....	40.5
York .....	12.4	Dunnellon .....	26.5	Homosassa .....	49.9

## Sanford to Astor.

Sanford .....	0.0	Tufts .....	8.8	Eustis .....	33.3
Sanford Junction .....	0.8	Ethel .....	10.3	Fort Mason .....	35.2
New Upsala .....	2.3	Cassia .....	12.3	Umatilla .....	39.3
Twin Lakes .....	3.3	Wayland .....	14.9	Altoona .....	42.4
Sylvan Lake .....	4.8	Lovejoy's Mill .....	16.3	Pittman .....	44.5
Paola Junction .....	5.3	Sorrento .....	17.9	Astor .....	60.0
Paola .....	5.3	Mount Dora .....	23.4		
Markham .....	7.3	Tavares .....	28.8		

## Sanford to Lake Charm.

Sanford .....	0.0	Rutledge .....	5.0	Clifton .....	12.0
Sanford Junction .....	0.8	Mecca Junction .....	5.6	Oviedo .....	17.0
Fort Reed .....	3.2	Clydes .....	7.4	Lake Charm .....	18.4

## Leesburg to Fort Mason.

Leesburg .....	0.0	Lisbon .....	8.5	Fort Mason .....	13.8
Orange Bend .....	7.4	Grand Island .....	12.0		

**Tavares to Lane Park.**

Tavares .....	0.0	Lane Park .....	3.0	
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**Kissimmee to Apopka.**

Kissimmee .....	0.0	Isleworth .....	18.0	Clarcona .....	29.3
Shingle Creek .....	4.3	Windemere .....	18.5	Apopka .....	33.1
McLane's .....	8.7	Gotha .....	21.1		
Waco .....	17.3	Ocoee .....	24.5		

**Kissimmee to Narcoossee.**

Kissimmee .....	0.0	St. Cloud Junction.....	6.1	Peento .....	10.0
Hammock Grove .....	1.0	St. Cloud .....	9.0	Runnymede .....	12.8
Hirtzel .....	2.0	Deeson .....	7.0	Narcoossee .....	14.4
Wadleys Crossing .....	3.0	Sunnyside .....	9.0		
Carolina .....	4.5	Ashton .....	10.0		

**Lake Alfred to Bartow**

Lake Alfred.....	0.0	Eagle Lake .....	9.0	Bartow .....	16.7
Florence Villa .....	3.5	Gordonsville .....	12.0		
Winter Haven .....	5.0	Excelsior Park .....	13.2		

**DeLand Junction and DeLand.**

De Land Junction.....	0.0	Stetson .....	2.1	De Land .....	4.0
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# ATLANTIC COAST LINE RAILWAY—Continued.

## Winston to Fort Meade.

Winston .....	0.0	Kingsford .....	12.0	Phosphoria .....	19.9
wood Spur .....	3.0	Bruce .....	13.8	McDowell .....	20.0
Medulla .....	5.8	Pierce .....	13.8	Agricola .....	21.4
Christina .....	7.5	Nichols .....	15.0	Marquis Mill .....	24.0
Bone Valley Junction.....	8.8	Pebbledale .....	15.4	Tiger Bay .....	25.3
Prairie .....	9.0	Long Branch .....	17.0	Ft. Meade .....	28.8
Mulberry .....	10.8	Green Bay .....	17.2		

## Sanford to Mecca Junction.

Sanford .....	0.0	Beck Hammock .....	3.5	Palm Villa .....	8.0
Brisson .....	1.6	Moore .....	4.4	Mecca .....	8.8
Sipes .....	2.2	Cameron City .....	5.6	Mecca Junction .....	9.4
Beardall .....	2.6	Crippen .....	6.3		

## Thonotosassa Junc. to Thonotosassa.

Thonotosassa Junction .....	0.0	Hillsboro .....	7.0	Thonotosassa .....	11.0
Harney .....	5.5	Idlewild .....	8.5		

## Croom to Brooksville.

Croom .....	0.0	Brooksville .....	10.0		
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## Proctor to Citra.

Proctor .....	0.0	Citra .....	6.1		
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## Palatka to Rochelle.

Palatka .....	0.0	Hollister .....	11.5	McMeekin .....	25.3
O. V. Junction.....	1.6	Interlachen .....	16.6	Hawthorne .....	30.0
Francis .....	4.4	Edgar .....	21.2	Grove Park .....	34.7
Akomi .....	10.1	Joanson .....	22.7	Rochelle. ..	38.9

## Micanopy Junction to Tacoma.

Micanopy Junc.....	0.0	Micanopy .....	3.4	Tacoma .....	8.4
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## Lake City to Lake City Junction.

Lake City .....	0.0	Columbia .....	10.7	Lake City Junction .....	18.7
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## Monticello to Thomasville.

Monticello .....	0.0	Metcalf .....	14.1	Thomasville ,Ga.....	24.1
Fincher .....	11.6				

## River Junction to Climax.

River Junction .....	0.0	Faceville, Ga.....	14.9	Climax, Ga. ....	30.3
Recovery .....	8.8	Fowltown, Ga. ....	21.6		

## Haines City to Moore Haven.

Haines City .....	0.0	Avon Park .....	38.5	Hicoria .....	74.2
Dundee .....	6.9	Sebring .....	46.5	Venus .....	79.9
Lake Wailes .....	15.4	Istokpoga .....	55.6	Palmdale .....	88.9
Crooked Lake .....	21.3	Stearns .....	63.4	Moore Haven .....	105.5
Frostproof .....	27.8	Childs .....	69.4		

# ATLANTIC COAST LINE RAILWAY—Continued

## Tampa to West Tampa.

Tampa .....	0.0	West Tampa .....	3.0
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## Nichols to Mulberry.

Nichols .....	0.0	Mulberry .....	4.0
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## Fanlew to Thomasville.

Fanlew .....	0.0	Miccosukee .....	24.1	Roddenberry, Ga. ....	34.0
Cody .....	6.4	Yarborough .....	26.0	Hammond, Ga. ....	37.0
El Destino .....	10.3	Copeland .....	27.9	Myrtlewood, Ga. ....	41.0
Capitola .....	13.1	Stringer .....	27.9	Beverly, Ga. ....	42.0
Cates .....	16.0	Elmer .....	30.2	Cherokee, Ga. ....	46.0
Wadesboro .....	17.4	Fincher .....	31.7	Thomasville, Ga. ....	47.0



**SEABOARD AIR LINE RAILWAY.**  
From Jacksonville to River Junction.

Jacksonville .....	0.0	Ogden .....	64.8	Pinhook .....	140.0
West Jacksonville .....	3.3	Welborn .....	70.5	Braswell .....	140.5
Marietta .....	7.4	Houston .....	76.0	Lloyd .....	147.0
Priceville .....	9.0	Live Oak .....	81.3	Steel Creek .....	149.0
White House .....	10.9	Suwannee .....	88.0	Capitola .....	151.5
Halsema .....	13.0	Dickert .....	88.6	Chaires .....	153.5
Otis .....	14.0	Falmouth .....	90.9	Perkins .....	160.5
Baldwin .....	18.7	Swann .....	94.0	Tallahassee .....	165.0
Mattox .....	22.7	Ellaville .....	94.7	Ocklocknee .....	173.4
Maccleenny .....	27.5	Lee's .....	102.2	Lawrences .....	174.0
Glen St. Mary .....	29.8	West Farm .....	104.4	Carsons .....	176.0
Drake .....	32.5	Madison .....	109.7	Midway .....	177.1
Sanderson .....	36.8	Champaign .....	114.8	Quincy .....	189.0
Olustee .....	46.7	Greenville .....	123.3	Gretna .....	194.3
Mt. Carrie .....	51.1	Linwood .....	127.0	Mt. Pleasant .....	197.7
Watertown .....	56.7	Aucilla .....	130.7	Jamison .....	200.5
Lake City .....	59.3	Drifton .....	138.2	River Junction .....	207.8

**Jacksonville to Tampa.**

Jacksonville .....	0.0	Fiftone .....	22.4		
West Jacksonville .....	3.3	Island Grove .....	80.5	Sumterville Junction .....	136.0
Marietta .....	7.4	Citra .....	83.0	Sumterville .....	138.2
Priceville .....	9.0	Meadows .....	85.5	Edenfield .....	140.0
White House .....	10.9	Sparr .....	88.5	Bushnell .....	142.0
Halsema .....	13.0	Factory Siding .....	90.0	St. Catherine .....	145.9
Otis .....	14.0	Vegetable Spur .....	91.0	Terrell .....	150.1
Baldwin .....	18.7	Anthony .....	91.8	Lacoochee .....	156.3

**SEABOARD AIR LINE RAILWAY—Continued.**

Maxville .....	26.2	Spring Park .....	95.0	Panasoffkee .....	135.4
Mudge .....	32.0	Oak .....	95.1	Owensboro .....	158.0
Highland .....	32.6	Silver Springs Junction.....	97.7	Crescent .....	159.0
Hahoney .....	34.0	Silver Springs .....	99.6	Dade City .....	164.2
Leghee .....	35.0	Ocala .....	101.5	Pasadena .....	166.7
Lawtey .....	37.7	York Spur .....	103.0	Phelps .....	170.6
Horn .....	39.0	Orange Avenue .....	105.0	Greer .....	171.5
Temple .....	40.0	Millers .....	107.0	Zephyrhills .....	173.6
Starke .....	44.4	Santos .....	109.1	Bramlett .....	176.0
Reynolds .....	46.0	Pollys Mill .....	110.0	Knights .....	184.9
Thurston .....	49.0	Thaggard .....	112.0	Plant City .....	188.9
Hampton .....	50.7	Bellevue .....	113.1	Turkey Creek .....	193.7
Eddys Spur .....	52.0	Greenleaf .....	114.0	Sidney .....	195.4
Navarre .....	54.0	Summerfield .....	117.3	Sand Brick .....	197.0
Waldo .....	56.3	South Lake Weir Junction...	117.3	Valrico .....	198.4
Maultsby .....	60.0	Dallas .....	119.8	Dickinson .....	200.0
Eighty Nine .....	61.0	Oxford .....	122.8	Brandon .....	200.7
Orange Heights .....	61.4	Harris Siding .....	125.0	Limona .....	201.7
Campv. Brick Track .....	65.0	McRaneys .....	127.0	Pitts .....	204.0
Campville .....	65.4	Wildwood .....	127.4	Yeomans .....	206.7
Goodwins .....	67.0	Monarch .....	130.0	Fultons Spur .....	208.0
Rex .....	68.0	Hines .....	131.0	Tampa Northern Junction.....	209.4
Hawthorne .....	70.5	Coleman .....	131.9	Ybor City .....	210.1
Lochloosa .....	76.9	Warnell .....	134.0	Tampa .....	211.0

**Jacksonville to Savannah.**

Jacksonville .....	0.0	Duval .....	13.9	Becker .....	27.6
F. & J. Junction .....	4.2	Tisonia .....	17.0	Evergreen .....	30.6
Panama .....	6.7	Hedges .....	21.2	Savannah, Ga. ....	137.8
Eastport Junction .....	10.7	Yulee .....	24.1		

# Fernandina to Baldwin.

Fernandina .....	0.0	Italia .....	19.0	Inglehome .....	38.8
O'Neil .....	6.0	Callahan .....	27.2	Bryceville .....	41.0
Lofton .....	8.5	Crawford .....	31.6	Baldwin .....	47.2
Yulee .....	12.1	Dahoma .....	34.8		
Wilson .....	14.0	Verdle .....	37.0		

# Waldo to Cedar Key.

Waldo .....	0.0	Palmer .....	24.2	Dutton's Spur .....	52.0
Millican .....	3.4	Orchard .....	26.0	Gulf Hammock .....	53.0
Fingers Mill .....	5.0	Archer .....	28.2	Wylly .....	58.4
Fairbanks .....	7.0	Camps Spur .....	32.0	Rosewood .....	60.6
Dowds Spur .....	10.0	Albion .....	33.5	Dix .....	61.0
Gainesville .....	13.8	Meredith .....	34.4	Sumner .....	63.0
Millards .....	16.0	Bronson .....	37.5	Luckens .....	68.1
Daysville .....	17.6	Otella .....	40.0	Suskins .....	69.0
Hammock Ridge .....	18.7	Lennon .....	43.6	Cedar Keys .....	70.8
Arrendondo .....	19.8	Otter Creek .....	49.3		
Kanapaha .....	21.0	Ellzey .....	51.0		

# Starke to Wanree.

Starke .....	0.0	LaCrosse .....	19.4	Central Junction .....	37.3
Pine Island .....	5.0	Getzens .....	20.2	Neals .....	41.3
Sampson Junction .....	6.4	Hainesworth .....	23.4	Williford .....	46.3
Wainwrights .....	7.6	A. C. L. Junction .....	25.3	Curtis .....	49.0
Clayno .....	10.1	Alachua .....	26.5	Bell .....	51.2
Atlantic .....	12.6	Hodges .....	29.3	Wanree .....	56.6
Brooker .....	14.6	Arno .....	32.6		
Tuomasville .....	16.4	Buda .....	35.1		

## SEABOARD AIR LINE RAILWAY—Continued.

## Buda to Norwillis.

Buda .....	0.0	Vanes Pen .....	6.0	Williams .....	9.0
Mutual .....	2.0	Mersey .....	7.0	Frankphos .....	9.0
Thames Junction .....	5.0	Fleetnor .....	8.0	Norwillis .....	9.0

## Archer to Inverness

Archer .....	0.0	Montbrook .....	16.0	Blue Run .....	40.0
Eve .....	4.3	Morrison .....	19.5	Dunnellon .....	40.8
Raleigh .....	6.8	Standard .....	24.0	Blue Run Yard .....	40.0
Hodgson .....	9.0	Early Bird .....	26.8	Harrison .....	47.3
Gunnells .....	9.0	Eagle Mine .....	29.0	Johnsons .....	56.0
Williston .....	11.4	Hoyt .....	31.1	Inverness .....	58.6

## Wildwood to Orlando.

Wildwood .....	0.0	Sadie .....	14.6	Plymouth .....	36.8
Orange Home .....	3.1	Eldorado .....	14.8	Apopka .....	40.2
Bamboo .....	5.0	Cunninghams .....	16.0	Piedmont .....	43.1
Sprinks .....	6.6	Tavares .....	21.0	Toronto .....	44.5
Whitney .....	7.3	Ellsworth Junction .....	25.0	Hamilton .....	45.0
Mill Spur .....	8.0	Victoria .....	29.0	Lockhart .....	46.2
Montclair .....	9.0	Wallings .....	30.6	Fairvilla .....	49.5
Leesburg .....	11.3	Gainesboro .....	31.2	Modello Park .....	50.3
Sunnyside .....	14.0	Zellwood .....	32.8	Orlando .....	53.1
Birds .....	14.0	McDonald .....	35.1		

## Orlando to Lake Charm.

Orlando .....	0.0	Lakemont .....	7.0	O. W. & L. Track .....	14.0
Rowena .....	2.8	Lake Howell .....	9.0	Lawtons Pkg. House .....	15.9
Morse .....	4.0	Golden Rod .....	10.3	Ovelo .....	15.9
College Station .....	5.1	Bertha .....	11.0	Lake Charm .....	17.0
Winter Park .....	5.5	Gabriella .....	12.6		



# Morrison to Ackert Spur

Morrison .....	0.0	Akert Spur.....	0.5	
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## Turkey Creek to Venice.

Turkey Creek .....	0.0	Ellenton Junction .....	40.6	Bradentown .....	45.4
Durant .....	5.2	Ellenton .....	41.4	Orange Spur .....	47.0
Lithia .....	9.0	Harlee .....	42.0	Oneco .....	47.9
Boyette .....	11.1	Harrison .....	42.0	Tallavast .....	50.0
Burnetts Crossing .....	16.0	Springstead .....	42.0	Rardins .....	52.0
Balm .....	16.6	Palmetto Junction .....	41.9	Sarasota .....	54.4
Wimauma .....	20.2	Palmetto .....	43.2	Fruitville .....	58.2
Willow .....	26.0	Atwood Junction .....	43.0	Bee Ridge .....	61.8
Dickey .....	29.0	Manavista .....	44.0	Osprey .....	66.7
Parish .....	32.0	Terra Ceia Junction .....	39.0	Laurel .....	71.8
Erie .....	36.0	Terra Ceia .....	43.4	Nokomis .....	73.1
Vegetable .....	36.0	Manatee .....	44.2	Venice .....	74.5
Barber .....	40.0	Bradentown Junction .....	44.4		

## Plant City to Walinwa.

Plant City .....	0.0	Welcome .....	13.0	Polk Lake .....	31.1
Coronet Junction .....	2.2	Edeson Junction .....	13.0	Alturas .....	35.5
Coronet .....	3.5	Edeson .....	13.2	Peace Valley .....	40.3
Trapnell .....	4.2	Nichols .....	15.6	Lake Wales .....	44.5
Hopewell .....	6.4	Mulberry .....	19.2	Baynard .....	50.0
Alafia .....	8.5	Ridgewood .....	22.9	Hilderly .....	52.6
Keyssville .....	10.4	Bartow .....	27.2	Walinwa .....	59.1
Welcome Junction .....	10.9	Pembroke Junction .....	28.2		

## Edeson Junction to Agricola.

Edeson Junction .....	0.0	Bradley Junction .....	7.2	Agricola .....	12.1
Stephens Spur .....	4.6	Macdowell .....	11.6		



# SEABOARD AIR LINE RAILWAY—Continued.

## Tampa to Brooksville

Tampa .....	0.0	Chapman .....	13.1	Weeks .....	39.1
Ybor City .....	1.9	Stemper .....	15.3	Ayers .....	39.7
T. N. Junction .....	2.2	Lutz .....	16.3	Powell .....	43.3
Gary .....	2.6	Deer Lake .....	17.8	Garrison .....	45.1
Parker .....	5.3	Denham .....	19.3	Salil .....	47.2
Hardee .....	5.8	Drexel .....	22.7	Tooke Lake Junction .....	47.6
Gulf Coast Junction .....	7.6	Fivay Junction .....	29.2	Brooksville .....	48.6
Flora .....	10.1	Greenfield .....	30.5		
Nowatney .....	11.1	Loyce .....	34.0		

## Brooksville to Centralia

Brooksville .....	0.0	Norman .....	6.4	Centralia .....	15.9
Tooke Lake Junction .....	1.0	Tooke Lake .....	13.4		
Wiscon .....	4.4	Long Lake .....	14.9		

## Tallahassee to St. Marks.

Tallahassee .....	0.0	Woodville .....	9.9	Wakulla .....	15.6
Belair .....	4.0	Ferrell .....	10.1	Burns .....	17.0
Luterloh .....	7.9	Vareen .....	12.8	St. Marks .....	20.4

## Tallahassee to Waylonzo.

Tallahassee .....	0.0	Rose .....	12.9	Walkers Springs .....	30.0
St. Marks Junction .....	2.9	Cay .....	19.0	Covington .....	32.3
Corey .....	10.3	Wacissa .....	21.3		
Walton .....	12.9	Leonton .....	23.6		

Morrison to Holder.

Morrison .....	0.0	Eureka Mine .....	23.0	Syndicate No. 1 .....	29.0
Early Bird .....	6.0	Anderson Mine .....	23.0	Section No. 34 Mine .....	29.0
Blue Run Mine .....	20.0	Dunnellon .....	20.0	Section No. 26 Mine .....	33.0
Ray Mine .....	20.0	River Mine .....	21.0	Section No. 35 Mine .....	33.0
Dunnellon Mine .....	21.0	Section 20-A Mine .....	26.0	Inverness .....	38.0
Cullens Mine .....	21.0	Section 20-B Mine .....	26.0	Southern Mine .....	38.0
Marion Mine .....	21.0	Section 20-C Mine .....	26.0	Holder No. 1 Mine .....	40.0
Griggs Mine .....	21.0	Syndicate No. 3 .....	28.0	Holder No. 2 Mine .....	40.0

Drifton to Monticello.

Drifton .....	0.0	Monticello .....	4.4
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South Dunnellon to Inglis.

Chatmar, A. C. L. Connection	0.0	Florida Power Co. Spur.....	11.0	Station A .....	8.0
Rockwell .....	1.0	Inglis .....	14.0	Station B .....	11.0
Station A .....	6.0	S. Dunnellon, S.A.L. Connec.	0.0	Florida Power Co.'s Spur.....	13.0
Station B .....	9.0	Rockwell .....	3.5	Inglis .....	16.0

Tampa to St. Petersburg

Tampa .....	0.0	Tarpon Springs Junction.....	15.4	Baskin .....	38.3
Ybor City .....	1.9	Bridgeport .....	23.7	Indian Beach Junction.....	38.5
Gary .....	2.6	Espiritu Santo Springs.....	26.2	Woodrow .....	39.4
Parker .....	5.3	Dellwood .....	27.3	Oakhurst .....	42.2
Hardee .....	5.8	Coachman .....	29.2	Seminole .....	43.4
Gulf Coast Junction.....	7.6	Clearwater .....	33.7	Tyrone .....	46.5
Sulphur Springs .....	8.0	Bellaire .....	35.0	Davista .....	49.1
Goldstein .....	10.4	Largo .....	36.9	Gulfport .....	51.3
Lake View .....	11.5	Annona .....	37.0	St. Petersburg .....	54.8

# SEABOARD AIR LINE RAILWAY—Continued.

## Tarpon Springs Junction to Tarpon Springs

Tarpon Springs Junction....	0.0	Cosme .....	5.1	Kimbrough .....	15.2
Lynn .....	1.0	Lake Fern .....	8.6	Lake Villa .....	18.5
Spivey .....	1.9	Gulf Pine .....	10.3	Tarpon Springs .....	21.5
Citrus Park .....	2.8	Keystone Colony .....	13.8		

## Lake Villa to Port Richey

Lake Villa .....	0.0	Elfers .....	4.6		
Sans Souci .....	4.0	Port Richey .....	7.2		

## Bradentown to Arcadia

Bradentown .....	0.0	St. Claire .....	21.4	Tryon .....	42.4
Bradentown Junction .....	1.0	Parmelee .....	24.5	Nocatee Junction .....	44.1
Manatee .....	1.3	Myakka City .....	28.5	Belgium .....	47.0
East Manatee .....	3.2	East Myakka .....	29.4	Arcadia .....	50.3
Alsace .....	5.1	Parktoyn .....	35.2		
Lorraine .....	11.7	Pine Level .....	40.6		

## Walinwa to Nalaca

Walinwa .....	0.0	Mile Post 65.....	8.0		
Florinda .....	5.0	Nalaca .....	8.0		

# GEORGIA SOUTHERN AND FLORIDA RAILWAY.

## Palatka to Valdosta.

Palatka .....	0.0	Theresa .....	32.5	Winfield .....	80.0
A. C. L. Junction .....	1.0	Hampton .....	36.4	Suwannee Valley .....	82.8
Woodburn .....	7.6	Sampson City .....	42.1	White Springs .....	86.3
Carraway .....	10.6	New River .....	46.8	Winn .....	89.7
Baywood .....	13.0	Lake Butler .....	53.1	Genoa .....	93.2
Florahome .....	16.9	Guilford .....	58.1	Jasper .....	103.8
Grandin .....	18.9	Lulu .....	63.7	Avoca .....	109.9
Putnam Hall .....	21.5	Jefferson .....	67.0	Jennings .....	115.3
Lake Geneva .....	26.1	Watertown .....	73.3	Melrose, Ga. ....	118.8
Brooklyn .....	28.2	Lake City .....	74.4	Valdosta, Ga. ....	134.4

## Jacksonville to Macon.

Jacksonville .....	0.0	Kent .....	22.7	Ewing .....	56.2
J. & S. W. Crossing .....	3.6	St. George .....	26.9	Valdosta, Ga. ....	110.1
Hoyt .....	5.1	Clarking .....	31.8	Tifton, Ga. ....	156.6
King's Grove .....	7.5	Moniac .....	38.7	Macon, Ga. ....	261.8
Plummer .....	11.4	Baxter .....	39.5		
Crawford .....	17.7	Eddy .....	45.6		

## TAMPA & JACKSONVILLE RAILWAY.

Sampson City .....	0.0	Rocky Point .....	25.7	Hickman .....	41.5
Graham .....	4.5	Hailes Siding .....	28.3	Southside .....	42.4
Louise .....	5.8	Wacahoota .....	29.3	Dungarvin .....	43.4
Cyril .....	7.0	Lisman .....	30.0	Irvine .....	45.0
Bellamy .....	11.5	Clyatts .....	32.6	Williams Siding .....	46.0
Ellithorpe .....	16.0	Kirkwood .....	33.3	Fort Drane .....	46.3
A. C. L. Crossing .....	19.0	Tacoma .....	34.4	Fairfield .....	48.0
Gainesville .....	20.0	Micanopy .....	36.7	Cara .....	51.5
S. A. L. Crossing .....	20.3	Tuscawilla .....	39.2	Melton .....	52.5
Cannon's .....	24.5	Simonton .....	39.9	Emathla .....	56.0



# LIVE OAK, PERRY & GULF RAILROAD.

Live Oak .....	0.0	Mayo Junction .....	20.7	Perry .....	44.0
S. A. L. Crossing .....	1.0	Day .....	22.0	Springdale .....	47.0
Starr .....	6.5	Silo .....	25.0	Hampton Springs .....	49.0
Mercer .....	8.5	Townsend .....	28.0	Murat Junction .....	54.0
Newburn .....	10.0	Smith .....	33.0	Waylonzo .....	60.0
Lancaster .....	14.0	Fenholloway .....	38.0	Loughridge .....	64.0
Dowling Park .....	17.0	Florida Ry. Crossing .....	39.0		
Chancey .....	18.0	Blue Creek Junction.....	40.0		

## Mayo Branch.

Mayo Junction .....	0.0	Peterson .....	8.3	Alton .....	14.3
Dell .....	4.8	Mayo .....	12.0		

## LOUISVILLE & NASHVILLE

### Pensacola Division.

Pensacola .....	0.0	Cottage Hill .....	16.5	Jacobi .....	29.0
Goulding .....	2.6	Quintette .....	18.9	McDavid .....	33.1
Brent .....	4.0	Molino .....	23.5	Thrifts .....	35.2
Olive .....	6.8	Noriagga .....	23.7	Bluff Springs .....	38.4
Roberts .....	11.4	Dolores .....	24.7	Pringe .....	40.2
Gonzales .....	12.6	Bard .....	25.7	Century .....	41.7
Cantonment .....	15.0	Pine Barren .....	27.3	Flomaton .....	43.7



P. & A. Division.

Pensacola .....	0.0	Deer Land .....	59.1	Hagerman .....	112.6
Red Bluff .....	3.2	Claroy .....	61.5	Piney Grove .....	113.6
Bohemia .....	6.1	Ginsburg .....	63.5	Chipley .....	116.4
Gull Point .....	7.2	Mossy Head .....	66.1	Macon .....	118.9
Ynlestra .....	7.8	Gradan .....	70.5	Aycock .....	122.2
Escambia .....	8.8	Bear Head .....	72.5	Cottondale .....	125.9
Mulat .....	12.3	Pintado .....	74.5	Simla .....	128.5
Harp .....	13.65	Tervin .....	78.5	Marianna .....	135.1
Galt City .....	16.9	DeFuniak Springs .....	78.9	Lulaton .....	137.6
Bagdad Junction .....	18.7	Argyle .....	83.6	Lorena .....	140.6
Milton .....	19.5	Ponce de Leon .....	90.5	Criglar .....	142.6
Harold .....	29.6	Valle .....	93.9	Cypress .....	145.8
Kenneth .....	36.0	Gelder .....	96.9	Grand Ridge .....	149.1
Holts .....	38.3	Westville .....	96.9	Inwood .....	152.6
Galliver .....	40.8	Caryville .....	99.5	Sneads .....	155.1
Milligan .....	45.9	Lone Pine .....	103.9	Chattahoochee River Ldg. ....	159.6
Crestview .....	50.1	Bonifay .....	107.6	River Junction .....	160.7
Hinco .....	51.6				

Crestview to Florala.

Crestview .....	0.0	Pineway .....	13.5	Cowans .....	19.9
Auburn .....	4.6	Falco Junction .....	14.6	Svea .....	20.8
Caledonia .....	8.5	Williamson .....	15.0	Hoogstract .....	21.5
Campton .....	10.0	Laurel Hill .....	16.5	Florala, Ala. ....	26.4

Alabama Division.

Graceville .....	0.0	Noma .....	6.7	Georgiana, Ala .....	100.1
Eleanor .....	3.0	High Note .....	11.6	Montgomery, Ala .....	159.4

**APALACHICOLA NORTHERN RAILROAD.**  
River Junction to Port St. Joe.

River Junction .....	0.0	Causey .....	31.0	Buck's Still .....	66.6
Dolan .....	7.9	Clio .....	31.7	Beverly .....	67.6
Hardaway .....	8.5	Adrem .....	33.0	Borrow Pit .....	69.6
Greensboro .....	12.7	Trump .....	33.9	Draw Bridge .....	75.5
Juniper .....	14.6	Liberty .....	34.2	Franklin .....	76.5
Guest .....	17.1	Deerhunt .....	37.7	Apalachicola .....	79.5
Sedalia .....	17.3	Vilas .....	39.5	Wye .....	82.5
Elmira .....	18.9	South Vilas .....	40.2	Tilton .....	83.5
Eddy .....	19.0	Zion .....	42.5	Odena .....	92.0
Millman .....	21.6	Wilma .....	46.0	Nulsen .....	95.0
Lowrey .....	23.5	Criglar .....	48.0	Niles .....	99.3
Hosford .....	26.9	Sumatra .....	56.0	Port St. Joe.....	102.3
Evans .....	29.3	Coline .....	60.0		
Telogia .....	29.5	Fort Gadsden .....	62.5		

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**ATLANTA & ST. ANDREWS BAY RAILWAY COMPANY.**

Panama City .....	0.0	Saunders .....	24.24	Welchton .....	56.01
Millville Junction .....	2.27	Sherman .....	27.26	Jacobs .....	58.13
St. Andrews to Panama City	2.79	Fountain .....	28.40	Campbellton .....	61.94
Mill Bayou .....	6.67	Betts .....	31.72	State Line (Siding).....	65.48
Bayou George .....	10.50	Econfina .....	34.21	Madrid .....	67.87
Majette .....	12.28	Compass Lake .....	36.76	Hodgesville .....	70.89
Galco .....	14.79	Round Lake .....	41.14	Keyton .....	73.11
Cairo .....	15.48	A'ford .....	43.95	Memphis .....	75.46
Nixon .....	17.56	Steele City .....	45.76	Carmichael .....	77.45
Youngstown .....	20.54	Cottondale .....	50.99	Dothan .....	81.35

# GEORGIA, FLORIDA & ALABAMA RAILWAY.

Carrabelle .....	0.0	Raker Mill .....	31.0	Gibson .....	62.0
Lanark .....	5.0	Hilliardville .....	36.0	Havana .....	67.0
MacIntyre .....	13.0	Helen .....	38.0	Hinson .....	68.0
Curtis Mills .....	16.0	Spring Hill .....	40.0	Jamieson .....	71.0
Sopchoppy .....	19.0	S. A. L. Junction.....	49.0	Bainbridge, Ga. ....	90.0
Ashmore .....	21.0	Tallahassee .....	50.0	Arlington, Ga. ....	129.0
Mil'grove .....	26.0	Saxon .....	54.0	Cuthbert, Ga. ....	156.0
Arran .....	29.0	Lake Jackson .....	59.0		

## Quincy Branch..

Havana .....	0.0	Littman .....	7.0	Quincy .....	11.0
Florence .....	5.0	Cory .....	9.0		

## SOUTH GEORGIA RAILWAY.

Hampton Springs .....	0.0	Sirmans .....	22.0	Lovett .....	43.0
Perry .....	5.0	Vickers .....	30.0	Quitman .....	54.0
Boyd .....	11.0	Greenville .....	31.0	Adel .....	82.0
Lake Bird .....	15.0	Dennett .....	36.0		
Shady Grove .....	17.0	Maysland .....	40.0		

## GEORGIA & FLORIDA RAILWAY.

Madison .....	0.0	Pinetta .....	10.4	Valdosta, Ga. ....	28.0
Hanson .....	7.3	Olympia, Ga. ....	14.6		

# CHARLOTTE HARBOR AND NORTHERN RAILWAY.

S. Boca Grande.....	0.0	Nocatee .....	47.0	Baird .....	84.2
Boca Grande.....	2.3	Arcadia .....	51.9	Cottman .....	86.2
Gasparilla .....	5.3	Bunker .....	54.7	Chicora .....	89.3
Placida .....	10.0	Kinsey .....	60.4	Bradley Junction .....	92.1
McCall .....	17.6	Limestone .....	61.9	Martin Junction .....	93.6
Southland .....	20.6	Bridges .....	65.1	Pierce .....	95.3
Murdock .....	26.5	Rector .....	67.1	Tiger Bay .....	96.2
Mars .....	28.5	Ona .....	69.7	Bruce .....	96.8
Platt .....	36.9	Vandolah .....	71.2	Ridgewood .....	101.3
Bogges .....	38.8	Ft. Green Springs.....	77.7	South Mulberry .....	98.7
Ft. Ogden .....	39.9	Ft. Green .....	79.5	Mulberry .....	99.9
Hull .....	42.6	Ft. Green Junction.....	80.0		

## PENSACOLA, MOBILE & NEW ORLEANS RAILWAY.

Pensacola .....	0.0	Millview Junction .....	6.29	Millview .....	7.29
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## PENSACOLA, MOBILE & NEW ORLEANS RAILWAY.

Millview Junction .....	0.0	Klondyke .....	6.3	Muscogee .....	15.3
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## OCKLAWAHA VALLEY RAILROAD.

Ocala .....	0.0	Daisy .....	14.4	Rodman Junction .....	41.7
Silver Springs Junction.....	3.8	Ft. McCoy .....	18.8	Rodman .....	43.9
Silver Springs .....	5.8	Bay Lake .....	26.8	Stokely .....	48.1
Oak Junction .....	7.8	Orange Springs .....	30.8	O. N. Junction .....	52.1
Burbank .....	13.1	Kenwood .....	35.4	Palatka .....	53.7



## TAVARES &amp; GULF.

Tavares .....	0.0	West Apopka .....	15.0	Tildenville .....	27.5
Ellsworth Junction .....	3.5	Montverde .....	18.0	Brayton .....	28.5
Astatula .....	7.5	Waits Junction .....	21.0	Winter Garden .....	29.0
Heatons .....	10.5	Killarney .....	24.5	Ocoee .....	31.4
Bear Spring .....	13.0	Oakland .....	26.5		

## Waits Junction to Clermont.

Waits Junction .....	0.0	Mohawk .....	3.0	Clermont .....	6.0
Crenshaw .....	1.0	Minneola .....	4.5		

## MARIANNA &amp; BLOUNTSTOWN RAILROAD.

Marianna .....	0.0	Cox .....	13.5	Sharpston .....	35.0
Oak Dale .....	4.9	Altha .....	15.8	Gaskins Siding .....	40.0
Simsville .....	7.5	Blountstown .....	26.7	Scotts Ferry .....	42.0
Rock Creek .....	9.0	Old Blountstown .....	29.0		
Sink Creek .....	11.3	Flowers Still .....	31.0		



# FLORIDA EAST COAST RAILWAY.

## Jacksonville to Key West.

Jacksonville .....	0.0	Volusia .....	99.0	Sarno .....	190.7
South Jacksonville .....	1.3	Tomoka .....	101.4	Melbourne .....	194.2
Bowden .....	4.6	Hotel Junction .....	104.0	Tillman .....	197.5
Sunbeam .....	9.4	Ormond Hotels .....	105.3	Malabar .....	199.9
Greenland .....	12.8	Ormond .....	104.2	Valkaria .....	203.0
Bayard .....	15.2	Holly Hill .....	107.0	Grant .....	205.6
Durbin .....	20.6	Daytona .....	109.7	Micco .....	209.2
Woodland .....	24.2	Blake .....	112.5	Roseland .....	212.4
Sampson .....	27.3	Port Orange .....	114.7	Sebastian .....	214.5
Magnolia Grove .....	31.5	Spruce Creek .....	119.5	Wabasso .....	219.3
Baker Siding .....	34.8	Turnbull Bay .....	121.3	Quay .....	221.9
St. Augustine .....	36.7	New Smyrna .....	124.6	Gifford .....	225.5
Dean Siding .....	37.3	Hawks Park .....	127.1	Vero .....	227.8
Hurds .....	44.2	Hucomer .....	131.2	Oslo .....	231.1
Elkton .....	47.1	Oak Hill .....	136.4	Viking .....	234.6
Armstrong .....	49.0	Lyrata .....	143.5	St. Lucie .....	238.9
Holy Branch .....	51.1	East Mims .....	150.3	Ft. Pierce .....	241.6
Hastings .....	53.7	Titusville .....	154.4	White City .....	246.3
Orange Mills .....	57.4	Indian River .....	157.6	Eldred .....	247.2
East Palatka .....	61.4	Pritchards .....	157.7	Ankona .....	249.0
San Mateo Junction .....	62.8	Swashe .....	162.6	Walton .....	252.4
Yelvington .....	66.6	Frontenac .....	165.4	Eden .....	254.4
Roy .....	68.8	Sharpes .....	167.4	Jensen .....	256.8
Dinner Island .....	76.4	City Point .....	169.3	Rio .....	258.8
Neoga .....	81.2	Cocoa .....	173.1	Gosling .....	260.5
Espanola .....	82.3	Rockledge .....	174.6	Stuart .....	261.4
Bunnell .....	86.6	Bonaventure .....	179.4	Salerno .....	266.5
Dupont .....	90.1	Bugbee .....	182.7	Fruita .....	268.7
Harwood .....	97.6	Eau Gallie .....	189.8		

Jomez .....	272.2	Biscayne .....	359.0	Plantation .....	434.1
Lobe Sound .....	274.7	Little River .....	360.6	Quarry .....	438.6
Likely .....	277.8	Lemon City .....	361.8	Islamorada .....	440.1
Tropic .....	279.3	Buena Vista .....	363.2	Central Supply .....	444.0
Jupiter .....	283.3	Miami .....	365.6	Indian Key .....	445.2
Prairie .....	290.5	Cocoanut Grove .....	370.9	Crevalo .....	447.6
Riveria .....	295.3	Larkin .....	373.8	Cooks Siding .....	450.6
West Palm Beach .....	299.0	Kendal .....	376.4	Crescent .....	455.1
Royal Poinciana .....	299.7	Benson .....	378.6	Long Key .....	457.3
Breakers .....	300.3	Keys .....	379.5	Toms Harbor .....	461.7
Lake Worth .....	306.2	Rockdale .....	380.2	Grassy .....	464.4
Lantana .....	308.3	Perrine .....	381.6	Vaca .....	470.9
Hypoluxo .....	309.4	Peters .....	382.5	Marathon .....	474.1
Boynton .....	312.2	Goulds .....	385.8	Knights Key Dock .....	476.8
Delray .....	316.9	Black Point .....	386.7	Bahia Honda .....	485.1
Yamato .....	321.4	Princeton .....	387.7	Spanish Harbor .....	488.7
Boca Ratone .....	324.5	Naranja .....	389.4	Big Pine .....	491.9
Deerfield .....	327.0	Modello .....	391.5	Ramrod Key .....	495.8
Pompano .....	333.1	Homestead .....	393.9	Cudjoo .....	499.9
Colohatchee .....	338.3	Florida City .....	395.6	Sugarloaf .....	502.9
Fort Lauderdale .....	341.2	Wooddall Siding .....	401.6	Chase .....	506.0
Dania .....	345.9	Everglade .....	408.3	Big Capping .....	512.2
Hallandale .....	350.6	Jewfish .....	415.4	Stock Island .....	518.5
Ojus .....	353.3	Key Largo .....	417.3	Key West .....	522.0
Fulford .....	354.7	Rock Harbor .....	424.4		
Arch Creek .....	357.4	Tavernier .....	431.0		

New Smyrna to Orange City Junction.

New Smyrna .....	0.0	Rogers .....	15.5	Orange City .....	25.5
Glencoe .....	3.2	Bond's Spur .....	17.6	Orange City Junction .....	27.6
Briggsville .....	8.2	Lake Helen .....	20.7		
Indian Spring .....	10.0	Twin Oaks .....	24.4		

**FLORIDA EAST COAST RAILWAY—Continued.**  
Titusville to Enterprise Junction.

Titusville .....	0.0	Aurantia .....	9.4	Osteen .....	29.5
Lagrange .....	2.1	Maytown .....	16.8	Garfield .....	33.8
Mims .....	4.3	Cow Creek .....	21.2	Enterprise .....	36.3
Turnbull .....	7.5	Farmton .....	23.5	Enterprise Junction .....	40.1
Turnbull Junction .....	8.0	Kalamazoo .....	27.0		

**Jacksonville to Mayport.**

Jacksonville .....	0.0	Center Park .....	10.7	Atlantic Beach .....	20.3
South Jacksonville .....	1.3	San Pablo .....	14.6	Manhattan Beach .....	22.6
St. Nicholas .....	2.7	Pablo Beach .....	17.3	Burnside Beach .....	23.0
Springs Glen .....	4.1	Manatee Avenue .....	18.0	East Mayport .....	23.9
Hogan .....	6.1	Cashens .....	19.2	Mayport .....	25.4

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**East Palatka to San Mateo.**

East Palatka .....	0.0	Howard's Ridge .....	2.6		
San Mateo Junction.....	1.4	San Mateo .....	4.1		

**East Palatka to Palatka.**

East Palatka .....	0.0	Water Street, Palatka .....	2.1	Palatka Station .....	2.7
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**New Smyrna to Okeechobee.**

New Smyrna .....	0.0	Wewahootee .....	51.5	Yeehaw .....	106.1
Creighton .....	9.5	Sa'ofka .....	59.1	Osowaw .....	112.6
Maytown .....	17.6	Tohopkee .....	64.9	Fort Drum .....	118.9
St. Johns River .....	23.8	Holopaw .....	71.2	Hilolo .....	122.9
Geneva .....	28.8	Illahaw .....	79.8	Efaw .....	127.7
Chuluota .....	35.9	Nittaw .....	84.7	Opal .....	131.8
Lake Pickett .....	39.4	Kenansville .....	90.0	Okeechobee .....	139.1
Bithlo .....	42.2	Apoxsee .....	96.1		
Pocataw .....	47.1	Lokosee .....	99.9		

**FELLSMERE RAILROAD.**

Sebastian .....	0.0	Kitching .....	3.7	Fellsmere .....	9.9
		River Bridge .....	5.4		

**FLORIDA, ALABAMA & GULF RAILROAD.**

Galliver .....	0.0	Hilton .....	10.0	Mountain City .....	20.0
Baker .....	6.0	Blackman .....	15.0	Wing .....	24.0
Givens Junction .....	9.0	Blackman Junction .....	16.0	Falco, Ala. ....	25.0

**OCALA & SOUTHWESTERN RAILROAD.**

Ocala .....	0.0	Ray .....	6.0	Martel .....	23.0
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**BIRMINGHAM, COLUMBUS & ST. ANDREWS RAILROAD COMPANY.**

**Chipley to South Port.**

Chipley .....	0.0	Macom .....	16.0	Gothie .....	27.0
Washington .....	5.0	Tiller .....	19.0	Lake Meriel .....	30.0
Everett .....	8.5	Greenhead .....	20.5	Vicksburg .....	34.5
Wausau .....	11.0	Riverside .....	22.0	South Port .....	38.0

**GULF, FLORIDA AND ALABAMA RAILWAY.**

Pensacola .....	0.0	Cantonment .....	17.9	Earnestville .....	34.5
West Pensacola .....	3.7	Muscogee .....	21.82	McKinnonville .....	35.9
Goulding Spur .....	5.7	Gateswood Junction .....	25.2	Buck Eye .....	41.9
Reberts .....	13.3	Barrineau Park .....	28.6	Walnut Hill .....	43.5
Gonzales .....	15.1	Tenile .....	31.8	Pine Forest .....	47.3

**MADISON SOUTHERN RAILWAY.**

Madison .....	0.0	Lillian .....	5.0	aco .....	7.0
Weston .....	4.0	Alamo .....	6.0		

**PELHAM & HAVANA RAILROAD.**

Havana, Fla. ....	0.0	Calvary, Ga. ....	9.0	Gradyville, Ga. ....	21.0
Hinson, Fla. ....	2.0	Rero, Ga. ....	14.0	Calro, Ga. ....	24.0
Darsey, Fla. ....	5.0	Cranford, Ga. ....	18.0		

**GULF COAST RAILWAY.**

Venice .....	0.0	Longleaf .....	6.0	Manaseta .....	9.0
Arunah .....	3.0				



## STATISTICS

During the period of Government control and operation of railroads, the Commissioners have experienced considerable difficulty in securing comprehensive statistics, reflecting the financial and operating conditions of carriers doing business within the State.

Auditing departments of roads under Government control are in charge of the Railroad Administration, and in some instances these roads have been arbitrary in giving statistical information called for in report forms, and tables have been omitted from this report for the reason that statistics were either not furnished or were incomplete.

Further delays in securing statistical data have been caused by the disorganization of the accounting forces of some of the railroad companies, due to war conditions and the recent epidemic of influenza. On the return of the carriers to their owners it will be possible to give statistics which will properly reflect financial and operation conditions within the State of Florida and standardize the method of reporting Florida business by interstate carriers doing business within the State.

The Commissioners have had great difficulty in securing accurate reports from small telephone companies and small water carriers, due to their lack of knowledge of accounting methods and inability to employ experienced and competent help. A great deal of work has been done in trying to get these companies instructed with reference to keeping simple and accurate accounts and this work will be continued with a view of getting these companies to keep their books in such shape as to be in a position to render accurate reports.

List of Railroad and Railway Companies operating in the State of Florida, showing for ready reference in the following tables of Railroad Statistics, those operating entirely within the State and those partially.

#### ROADS OPERATING ENTIRELY IN FLORIDA.

Apalachicola Northern R. R. Co.  
 Birmingham, Columbus & St. Andrews R. R.  
 Charlotte Harbor & Northern Ry.  
 East & West Coast Ry.  
 Fellsmere R. R.  
 Florida East Coast Ry.  
 Gulf Coast Ry.  
 Jacksonville Terminal Company.  
 Live Oak, Perry & Gulf R. R.  
 Madison Southern Ry.  
 Marianna & Blountstown R. R.  
 Ocklawaha Valley R. R.  
 Ocala Southwestern R. R.  
 Port St. Joe Dock & Terminal Ry. Co.  
 South Florida & Gulf R. R. Co.  
 St. Johns River Terminal Co.  
 Standard & Hernando R. R.  
 Tampa & Gulf Coast R. R.  
 Tampa & Jacksonville Ry.  
 Tampa Northern R. R.  
 Tavares & Gulf R. R.  
 Tampa Union Station Co.

#### INTERSTATE ROADS.

Atlanta & St. Andrews Bay Ry. Co.  
 Atlantic Coast Line R. R.  
 Florida, Alabama & Gulf Ry.  
 Georgia, Florida & Alabama Ry.  
 Georgia & Florida Ry.

Georgia Southern & Florida Ry.  
Gulf, Florida & Alabama Ry.  
Louisville & Nashville R. R.  
Pelham & Havana R. R.  
Pensacola, Mobile & New Orleans Ry.  
Seaboard Air Line Ry.  
South Georgia Ry.

**RAILROAD STATISTICS CALENDAR YEAR 1917.**  
**Mileage Operated—Entire Line (Including Leased and Lines Operated Under Trackage Rights.)**

NAME OF ROAD	Miles of Road.	Miles of Second Main Track.	Miles of Yard Track and Sidings.	Total.
Apalachicola Northern .....	98.82		9.02	107.84
Atlanta & St. Andrews Bay .....	84.64		8.08	92.72
Atlantic Coast Line .....	4,786.74	331.07	1,071.64	6,189.45
Birmingham, Columbus & St. Andrews .....	38.00		3.97	41.97
Charlotte Harbor & Northern .....	112.68		24.13	136.81
East and West Coast .....	50.63		5.16	55.79
Fellsmere Railroad .....	10.79		2.01	12.80
Florida, Alabama & Gulf .....	25.50		2.00	27.50
Florida East Coast .....	764.75		199.21	963.96
Georgia, Florida & Alabama .....	192.86		23.37	216.23
Georgia & Florida .....	348.10		41.61	389.71
Georgia Southern & Florida .....	402.05		107.64	509.69
Gulf, Florida & Alabama .....	156.61		15.70	172.31
Jacksonville Terminal Co. ....				
Live Oak, Perry & Gulf .....	83.88		8.52	92.40
Louisville & Nashville .....	5,074.07	381.39	2,123.60	7,579.06
Madison Southern .....	6.70		.80	7.50
Marianna & Blountstown .....	43.56		.99	44.55
Ocklawaha Valley .....	53.28		.70	53.98
Ocala Southwestern .....	23.00			23.00
Pelham & Havana .....	25.00		1.00	26.00

Port St. Joe Dock & Terminal Co.....	.72		.71	1.43
Pensacola, Mobile & New Orleans.....	47.12		3.87	50.99
Seaboard Air Line .....	3,486.65		979.31	4,465.96
South Florida & Gulf.....	23.00		.25	23.25
South Georgia .....	81.60		9.41	91.01
St. Johns River Terminal Co.....	7.4		28.0	35.4
Standard & Hernando .....	29.10		13.94	43.03
Tampa & Gulf Coast .....	86.72	1.32	18.84	106.88
Tampa & Jacksonville .....	56.00		2.00	58.00
Tampa Northern .....	62.69	1.32	14.14	78.15
Tavares & Gulf.....	41.18		2.00	43.18
Tampa Union Station Co.....	1.38		.25	1.63
Grand Total .....				
Total Interstate Roads .....				
Total Roads Entirely in Florida.....				



RAILROAD STATISTICS, CALENDAR YEAR 1917.  
INVESTMENT IN ROAD AND EQUIPMENT—ENTIRE LINE.

NAME OF ROAD.	Investment to June 30, 1907.		Investment July 1, 1907, to June 30, 1914.		
	Road	Equipment	Road	Equipment	General
Apalachicola Northern .....	\$ .....	\$ .....	\$**2,820,799.97	\$ .....	\$ .....
Atlanta & St. Andrews ay .....	1,159,008.48	113,899.86	169,529.85	53,083.09	.....
Atlantic Coast Line .....	118,942,804.70	25,803,719.39	18,188,185.33	12,622,964.17	259,931.50
Birmingham, Columbus & St. Andrews...	.....	.....	*21,475.70	.....	.....
Charlotte Harbor & Northern .....	2,517,980.97	53,157.92	*206,869.90	434,545.73	54,127.26
East & West Coast .....	.....	.....	.....	.....	.....
Fellsmere Railroad (Not given.) .....	.....	.....	.....	.....	.....
Florida, Alabama & Gulf .....	.....	.....	**156,858.80	.....	.....
Florida East Coast .....	12,590,201.21	2,627,001.09	29,227,976.52	1,813,735.28	.....
Georgia, Florida & Alabama .....	1,508,125.83	346,530.97	623,435.01	57,672.19	23,855.44
Georgia & Florida .....	.....	.....	**15,522,725.76	.....	.....
Georgia Southern & Florida .....	8,821,418.77	1,404,298.40	738,370.04	1,385,386.26	.....
Gulf, Florida & Alabama .....	.....	.....	**3,848,000.00	.....	.....
Jacksonville Terminal Co. ....	538,869.21	25,212.70	283,871.28	22,837.27	.....
Live Oak, Perry & Gulf .....	1,070,256.76	63,671.63	100,575.60	107,873.12	.....
Louisville & Nashville .....	139,471,342.11	36,072,004.83	48,636,186.94	16,331,026.69	20,733.69
Madison Southern .....	.....	.....	**65,333.72	.....	.....
Marianna & Blountstown .....	.....	.....	**172,759.14	.....	.....
Ocklawaha Valley .....	.....	.....	**252,711.48	.....	.....
Ocala Southwestern .....	.....	.....	**45,415.19	.....	.....
Pelham & Havana .....	.....	.....	108,259.56	9,278.75	17,357.67
Port St. Joe Dock & Terminal Co. ....	.....	.....	.....	.....	.....
Pensacola, Mobile & New Orleans .....	.....	.....	.....	.....	.....

†Seaboard Air Line .....	113,979,096.41	12,213,660.89	37,074,880.72	11,716,518.01	28,876.66
South Florida & Gulf (No report.) .....	.....	.....	.....	.....	.....
South Georgia .....	303,257.21	60,571.32	52,840.09	55,652.54	.....
St. Johns River Terminal Co. ....	1,187,137.91	10,000.00	32,504.15	38,846.05	.....
Standard & Hernando .....	**288,177.44	.....	**180,204.78	.....	.....
Tampa & Gulf Coast .....	.....	.....	778,077.42	35,055.34	37,736.25
Tampa & Jacksonville .....	**581,937.65	.....	**577,242.16	.....	.....
Tampa Northern .....	.....	.....	1,768,626.58	277,782.75	.....
Tavares & Gulf .....	**550,178.90	.....	**25,859.42	.....	.....
Tampa Union Station Co. ....	**255,799.23	.....	.....	.....	.....
Grand Total .....	\$403,765,592.79	\$ 78,793,729.00	\$161,265,835.31	\$ 44,962,257.24	\$ 442,618.47
Total Interstate Roads .....	384,185,053.51	76,014,685.66	125,119,272.10	42,231,581.70	350,754.96
Total Roads Entirely in Florida .....	19,580,539.28	2,779,043.34	36,146,563.21	2,730,675.54	91,863.51

\*Credit.

\*\*Includes Equipment and General.

†Includes Leased Lines.

RAILROAD STATISTICS, CALENDAR YEAR 1917—Continued.  
MILEAGE OPERATED—FLORIDA ONLY.

A NAME OF ROAD.	B	C	D	E	F	G	H	I	J	K
	LINES OWNED		Miles of Yard Tracks and Sidings	ROAD OPERATED				LINE OWNED NOT OPERATED		New Line Constructed During Year
	Main Line	Branches and Spurs		Line Oper- ated Under Lease	Line Oper- ated Under Contract, Etc.	Line Oper- ated Under Trackage Rights	Total Mile- age Oper- ated	Main Line	Branches and Spurs	
Apalachicola Northern R. R. ....	98.82	9.02	.....	.....	.....	.....	107.84	.....	.....	.....
Atlanta & St. Andrews Bay Ry. ....	66.00	.....	3.48	.....	2.88	.....	72.36	.....	.....	.....
Atlantic Coast Line R. R. ....	984.11	729.11	318.18	.....	.....	10.45	2,041.85	.....	15.00	1.29
Birmingham, Columbus & St. Andrews	19.25	1.31	.....	.....	.....	21.41	41.97	.....	.....	.03
Charlotte Harbor & Northern .....	95.36	14.16	22.80	.....	.....	4.49	136.81	.....	.....	.....
East & West Coast .....	48.06	3.23	.....	.....	.....	4.50	55.79	.....	.....	.....
Fellsmere Railroad .....	10.68	2.01	.....	.....	.11	.....	12.80	.....	.....	.....
Florida, Alabama & Gulf .....	20.00	.....	.....	.....	.....	.....	20.00	.....	.....	.....
Florida East Coast .....	522.17	233.91	197.59	6.45	.....	3.84	963.96	.....	.....	.....
Georgia, Florida & Alabama .....	73.07	11.23	8.68	.....	.....	.....	92.98	.....	.....	.....
Georgia & Florida .....	13.38	.....	2.15	.....	.....	.....	15.53	.....	.....	.....
Gulf Coast Railway .....	9.00	.....	.....	.....	.....	.....	9.00	.....	.....	.....
Georgia Southern & Florida .....	152.91	.....	19.36	.....	.....	9.76	182.03	.....	.....	.....
Gulf, Florida & Alabama .....	45.13	3.09	8.23	.....	.....	.....	56.45	.....	.....	.....
Jacksonville Terminal Co. ....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Live Oak, Perry & Gulf .....	62.85	21.03	8.52	.....	.....	.....	92.40	.....	.....	.....
Louisville & Nashville .....	219.07	28.70	61.42	.....	.....	3.93	313.12	.....	.....	.....
Madison Southern .....	6.70	.....	.80	.....	.....	.....	7.50	.....	.....	.....
Marianna & Blountstown .....	28.56	.....	.99	.....	15.00	.....	44.55	.....	.....	.....
Ocklawaha Valley .....	45.50	.....	.70	.....	.....	7.78	53.88	.....	.....	.....
Ocala Southwestern .....	6.00	.....	.....	6.00	.....	11.00	23.00	.....	.....	.....
Pelham & Havana .....	5.70	.....	.12	.....	.....	.....	5.82	.....	.....	.....
Port St. Joe Dock & Terminal Co. ....	.72	.....	.71	.....	.....	.....	1.43	.....	.....	.....
Pensacola, Mobile & New Orleans .....	18.00	13.30	3.18	.....	.....	.....	34.48	.....	.....	.....
Seaboard Air Line .....	998.60	40.34	242.28	.....	1.46	.....	1,282.68	.....	3.90	.....
South Florida & Gulf .....	23.00	.....	.25	.....	.....	.....	23.25	.....	.....	.....
South Georgia .....	13.60	1.16	.....	33.20	.....	.....	47.96	.....	.....	.....

St. Johns River Terminal Co. ....	7.35	....	25.64	....	....	2.15	35.14	....	....	....
Standard & Hernando .....	29.10	....	13.14	....	....	....	42.24	....	....	....
Tampa & Gulf Coast .....	47.48	31.11	18.84	....	....	9.45	106.88	....	....	....
Tampa & Jacksonville .....	56.00	....	2.00	....	....	....	58.00	....	....	....
Tampa Northern .....	47.76	12.30	14.14	....	2.57	1.38	78.15	....	....	....
Tavares & Gulf .....	37.79	....	2.00	....	....	3.39	43.18	....	....	....
Tampa Union Station Co. ....	1.38	....	.25	....	....	....	1.63	....	....	....
Totals .....	3,813.10	1,155.01	975.55	45.65	22.02	93.53	6,104.77	....	18.90	1.32

RAILROAD STATISTICS, CALENDAR YEAR 1917—Continued.  
INVESTMENT IN ROAD AND EQUIPMENT—ENTIRE LINE.

NAME OF ROAD.	Investment Since June 30, 1914.			Total Investment Road and Equipm't	Length of Road Owned	Investment per Mile of Road
	Road	Equipment	General			
Apalachicola Northern .....	48,730.14	*19,811.59	.....	2,849,718.52	98.82	28,837.48
Atlanta & St. Andrews Bay....	36,987.23	*10,660.70	.....	1,521,847.81	82.00	18,559.12
Atlantic Coast Line .....	1,194,444.31	988,493.33	.....	184,890,430.81	4,693.05	39,396.65
Birm'gh'm, Columbus & St. And's	4,500.00	4,766.66	.....	31,018.61	19.25	1,611.35
Charlotte Harbor & Northern....	406,208.24	49,123.18	*42,665.44	3,265,607.96	109.52	29,817.46
East & West Coast.....	**786,100.68	.....	.....	786,100.68	51.29	15,346.58
Fellsmere Railroad (Not given)	.....	.....	.....	.....	.....	.....
Florida, Alabama & Gulf.....	***242.67	.....	.....	156,616.13	25.50	6,418.09
Florida East Coast.....	3,890,812.04	572,451.28	114,099.08	50,836,276.50	756.09	67,235.75
Georgia, Florida & Alabama....	46,272.02	*14,910.37	.....	2,590,981.09	192.13	13,485.56
Georgia & Florida .....	87,012.51	*19,702.35	8,844.38	.....	.....	.....
Georgia Southern & Florida....	239,432.13	224,916.29	.....	12,813,821.89	391.19	32,756.01
Gulf, Florida & Alabama.....	.....	.....	.....	9,108,491.15	156.61	58,160.34
Jacksonville Terminal Co. ....	1,036,590.02	.....	57,797.57	1,965,178.05	31.16	63,067.33
Live Oak, Perry & Gulf.....	*1,355.65	*22,530.19	1,175.34	1,317,015.93	83.88	15,701.18
Louisville & Nashville.....	32,570,931.31	13,013,831.79	1,211,163.67	286,835,210.19	4,779.30	60,019.54
Madison Southern .....	.....	.....	.....	66,141.42	6.70	.....
Marianna & Blountstown.....	**6,437.63	.....	.....	179,196.77	28.56	6,274.89
Ocklawaha Valley .....	**252,762.18	.....	.....	252,762.18	45.50	5,555.21
Ocala Southwestern .....	**2,085.81	.....	.....	47,501.00	6.00	7,916.82
Pelham & Havana .....	**145,418.60	.....	.....	145,418.60	25.00	5,816.71
Port St. Joe Dock & Terminal Co.	**1,123,107.96	.....	.....	1,123,107.96	1.43	Terminal
Pensacola, Mobile & New Orleans	.....	.....	.....	237,070.50	47.12	5,030.00
Seaboard Air Line .....	6,221,886.08	841,805.70	541,460.35	188,592,656.57	3,383.20	55,739.31
South Florida & Gulf.....	**106,716.27	.....	.....	235,028.16	23.00	10,218.61
South Georgia .....	*2,025.29	52.56	.....	468,004.65	50.62	9,245.45
St. Johns River Terminal Co....	88,251.39	*8,350.00	*19,302.93	1,329,086.57	.....	Terminal
Standard & Hernando .....	**16,497.19	.....	.....	451,885.03	43.04	10,499.18
Tampa & Gulf Coast .....	154,556.22	65,471.44	9,187.17	1,080,083.84	78.59	13,748.27



Tampa & Jacksonville .....	*1,517.04	.....	.....	1,157,662.77	56.00	20,672.55
Tampa Northern .....	16,727.66	*86,479.14	.....	1,976,657.85	58.74	33,650.97
Tavares & Gulf .....	**24,255.07	.....	.....	600,293.39	37.79	15,885.00
Tampa Union Station .....	911.74	.....	.....	256,710.97	.....	Terminal
Grand Total .....	48,491,137.24	15,593,378.26	1,881,759.19	757,167,563.55	.....	.....
Interstate .....	40,542,348.19	15,038,736.62	1,761,468.40	687,360,529.39	.....	.....
Intrastate .....	7,948,753.05	554,641.64	120,290.79	69,807,034.16	.....	.....

\*Credit.

\*\*Includes Equipment and General.

RAILROAD STATISTICS, CALENDAR YEAR 1917—Continued.  
OUTSTANDING CAPITAL STOCK—ENTIRE LINE.

NAME OF ROAD.	Length of Road Owned	CLASS OF STOCK.			Total Par Value of Amount Actually Outstanding at Close of Year	Amount Per Mile of Road
		Common Stock	Second Preferred Stock	First Preferred Stock		
Apalachicola Northern .....	98.82	1,000,000			1,000,000	10,119.41
Atlanta & St. Andrews Bay .....	82.00	300,000			300,000	3,658.53
Atlantic Coast Line .....	4,693.05	68,559,400		196,700	68,756,100	14,650.62
Birmingham, Columbus & St. Andrews..	19.25					
Charlotte Harbor & Northern .....	109.52	3,500,000		500,000	4,000,000	36,523.00
East & West Coast .....	51.29	250,000			250,000	4,874.24
Fellsmere Railroad (No Report) .....						
Florida, Alabama & Gulf .....	25.50	150,000			150,000	5,882.35
Florida East Coast .....	756.08	12,500,000			12,500,000	16,532.64
Georgia, Florida & Alabama .....	192.13	450,000			450,000	2,342.16
Georgia & Florida .....	318.40	5,217,000		3,478,000	8,695,000	27,342.76
Georgia Southern & Florida .....	391.19	2,000,000	1,084,000	684,000	3,768,000	9,636.83
Gulf, Florida & Alabama .....	156.61	3,528,000		882,000	4,410,000	28,089.17
Jacksonville Terminal Co. ....	31.16	375,200			375,200	12,041.07
Live Oak, Perry & Gulf .....	83.88	600,000			600,000	7,153.07
Louisville & Nashville .....	4,499.31	72,000,000			72,000,000	16,002.45
Madison Southern .....	6.70	50,000			50,000	7,462.68
Marianna & Blountstown .....	28.56	120,000			120,000	4,201.68
Ocklawaha Valley .....	45.50	250,000			250,000	5,494.50
Ocala Southwestern .....	6.00	25,000			25,000	4,166.66

Pelham & Havana .....	25.00	100,000	.....	.....	100,000	4,000.00
Port St. Joe Dock & Terminal Co. ....	1.43	100,000	.....	.....	100,000	Terminal
Pensacola, Mobile & New Orleans .....	47.12	10,000	.....	.....	10,000	212.31
Seaboard Air Line .....	3,383.20	37,019,400	.....	23,931,400	60,950,800	18,016.78
South Florida & Gulf .....	23.00	50,000	.....	.....	50,000	2,173.91
South Georgia .....	50.62	58,000	.....	.....	58,000	1,137.25
St. Johns River Terminal Co. ....	32.98	100,000	.....	.....	100,000	Terminal
Standard & Hernando .....	29.10	300,000	.....	.....	300,000	10,309.27
Tampa & Gulf Coast .....	78.59	250,000	.....	.....	250,000	3,181.06
Tampa & Jacksonville .....	56.00	604,900	.....	.....	604,900	10,801.78
Tampa Northern .....	58.74	500,000	.....	250,000	750,000	12,768.13
Tavares & Gulf .....	37.79	250,000	.....	.....	250,000	6,615.50
Tampa Union Station Co. ....	1.63	30,000	.....	.....	30,000	Terminal
Grand Total .....	15,420.15	210,246,900	1,084,000	29,922,100	241,253,000	.....
Interstate .....	13,864.13	189,391,180	1,084,000	29,172,100	219,647,900	.....
Intrastate .....	1,556.02	20,855,100	.....	750,000	21,605,100	.....

RAILROAD STATISTICS, CALENDAR YEAR 1917—Continued.  
OUTSTANDING FUND DEBT—ENTIRE LINE.

NAME OF ROAD.	Length of Road Owned	Equipment Obligations	Mortgage Bonds	Collateral Trust Bonds	Income Bonds	Miscellaneous Obligations	Receipts Outstanding	Total Funded Debt Outstand- ing at Close of the Year	Amount Per Mile of Road Owned
Apalachicola Northern .....	98.82	.....	2,000,000.00	.....	.....	.....	.....	2,000,000.00	20,238.82
Atlanta & St. Andrews Bay .....	82.00	.....	850,000.00	.....	.....	.....	.....	850,000.00	10,365.85
Atlantic Coast Line .....	4,693.05	1,000,000.00	102,562,000.00	35,000,000.00	15,000.00	4,616,745.00	.....	143,193,745.00	30,511.87
Birmingham, Columbus & St. Andrews Charlotte Harbor & Northern .....	19.25 109.52	..... .....	..... .....	..... .....	..... .....	..... .....	..... .....	..... .....	..... .....
East & West Coast .....	51.29	.....	379,000.00	.....	.....	.....	.....	379,000.00	7,389.35
Fellsmere Railroad .....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Florida, Alabama & Gulf .....	25.50	.....	335,000.00	.....	.....	.....	.....	335,000.00	13,137.25
Florida East Coast .....	756.08	540,000.00	12,000,000.00	.....	25,000,000.00	.....	.....	37,540,000.00	49,650.83
Georgia, Florida & Alabama .....	192.13	.....	2,113,000.00	.....	.....	.....	.....	2,113,000.00	10,997.76
Georgia & Florida .....	318.40	.....	8,452,000.00	.....	.....	.....	.....	8,452,000.00	26,545.22
Georgia Southern & Florida .....	391.19	695,000.00	6,000,000.00	.....	.....	.....	.....	6,695,000.00	17,114.44
Gulf, Florida & Alabama .....	156.61	.....	4,446,000.00	.....	.....	.....	.....	4,446,000.00	28,388.99
Jacksonville Terminal Co. ....	31.16	.....	2,500,000.00	.....	.....	.....	.....	2,500,000.00	Terminal
Live Oak, Perry & Gulf .....	83.88	30,000.00	789,000.00	.....	.....	.....	.....	819,000.00	9,763.94
Louisville & Nashville .....	4,499.31	3,575,000.00	155,506,000.00	10,603,000.00	.....	5,825.00	.....	169,685,825.00	37,713.74
Madison Southern .....	6.70	.....	.....	.....	.....	.....	.....	.....	.....
Marianna & Blountstown .....	28.56	.....	200,000.00	.....	.....	.....	.....	200,000.00	7,002.80
Ocklawaha Valley .....	45.50	.....	.....	.....	.....	.....	.....	.....	.....
Ocala Southwestern .....	6.00	.....	.....	.....	.....	.....	.....	.....	.....
Pelham & Havana .....	25.00	.....	.....	.....	.....	.....	.....	.....	.....
Port St. Joe Dock & Terminal Co. ....	1.43	.....	1,000,000.00	.....	.....	.....	.....	1,000,000.00	Terminal
Pensacola, Mobile & New Orleans ..	47.12	.....	.....	.....	.....	.....	.....	.....	.....
Seaboard Air Line .....	3,383.20	5,655,860.00	96,714,500.00	4,000,000.00	25,000,000.00	10,000.00	.....	131,380,360.00	38,833.14
South Florida & Gulf .....	23.00	.....	.....	.....	.....	.....	.....	.....	.....
South Georgia .....	50.62	.....	199,000.00	.....	.....	.....	.....	199,000.00	3,931.25
St. Johns River Terminal Co. ....	32.98	.....	1,142,000.00	.....	.....	.....	.....	1,142,000.00	Terminal

Standard & Hernando .....	29.10	.....	.....	.....	.....	.....	.....	.....	.....
Tampa & Gulf Coast .....	78.59	4,003.50	750,000.00	.....	.....	.....	.....	754,003.50	9,594.14
Tampa & Jacksonville .....	56.00	.....	520,000.00	.....	.....	.....	.....	520,000.00	9,285.71
Tampa Northern .....	58.74	.....	1,258,000.00	.....	.....	.....	.....	1,258,000.00	21,416.41
Tavares & Gulf .....	37.79	.....	299,000.00	.....	.....	.....	.....	299,000.00	7,912.14
Tampa Union Station Co .....	1.63	.....	225,000.00	.....	.....	.....	.....	225,000.00	Terminal
Intrastate .....	1,556.02	574,003.50	23,062,000.00	49,603,000.00	50,015,000.00	4,632,570.00	.....	515,985,933.50	.....
Total Interstate .....	13,864.13	10,925,860.00	377,177,500.00	49,603,000.00	25,015,000.00	4,632,570.00	.....	467,349,930.00	.....
Grand Total .....	15,420.15	11,499,863.50	400,239,500.00	.....	25,000,000.00	.....	.....	48,636,003.50	.....



RAILROAD STATISTICS, CALENDAR YEAR 1917—Continued.  
INCOME ACCOUNT—ENTIRE LINE.

NAME OF ROAD.	Railway Operating Revenues	Railway Operating Expenses	Net Revenue from Railway Operations	Railway Accruals	Uncollectable Railway Revenues	Railway Operating Income	Miscellaneous Operating Net Income
Apalachicola Northern .....	\$ 239,330.60	\$ 161,573.31	\$ 77,757.29	\$ 21,460.88	\$ 10.18	\$ 56,286.23	\$ .....
Atlanta & St. Andrews Bay.....	278,569.97	168,071.35	110,498.62	16,884.06	3.36	93,611.20	.....
Atlantic Coast Line .....	44,063,331.25	29,773,994.91	14,289,336.34	2,264,000.00	11,594.39	12,013,741.95	.....
Birmingham, Columbus & St. And's	41,455.43	30,303.60	11,151.83	3,056.64	.....	8,095.19	.....
Charlotte Harbor & Northern....	436,924.99	299,709.02	137,215.97	40,456.46	3.90	96,755.61	.....
East & West Coast .....	41,836.24	26,769.10	15,067.14	7,781.27	.....	7,285.87	.....
Fellsmere Railroad .....	9,838.73	15,272.69	*5,433.96	2,972.73	.....	*8,406.69	.....
Florida, Alabama & Gulf .....	30,214.81	31,869.18	*1,654.37	2,351.60	7.07	*4,013.04	.....
Florida East Coast .....	8,140,167.27	4,501,195.72	3,638,971.55	570,631.82	601.86	3,067,737.87	.....
Georgia, Florida & Alabama.....	598,920.21	514,979.62	83,949.59	33,326.99	388.51	50,234.09	*3,797.16
Georgia Southern & Florida.....	2,983,427.95	2,336,084.46	133,726.74	51,627.29	671.15	81,428.30	.....
Georgia & Florida .....	904,883.78	771,157.04	647,347.49	193,454.35	1,533.79	452,359.35	.....
Gulf, Florida & Alabama .....	213,421.27	302,067.66	*88,646.39	16,599.97	.....	*105,206.36	.....
Jacksonville Terminal Company.	.....	.....	.....	34,826.25	.....	*34,826.25	.....
Live Oak, Perry & Gulf .....	246,702.23	128,809.44	117,892.79	11,602.76	.....	106,290.03	.....
Louisville & Nashville .....	76,907,387.16	52,998,758.54	23,908,628.62	5,119,518.48	13,680.01	18,775,430.13	.....
Madison Southern .....	13,843.91	8,049.07	5,794.84	1,019.28	.....	4,775.56	.....
Marianna & Blountstown .....	56,686.84	29,172.63	27,514.21	3,368.08	.....	24,146.13	.....
Ocklawaha Valley .....	36,304.63	44,361.88	*8,057.25	7,185.18	4.70	*15,247.13	.....
Ocala Southwestern .....	14,238.81	10,748.79	3,490.02	332.62	.....	3,157.44	.....
Pelham & Havana .....	36,658.97	24,710.71	11,948.26	1,989.51	.....	9,958.75	.....
Port St. Joe Dock & Terminal Co.	1,696.36	1,496.35	200.01	596.55	.....	*396.54	*619.40
Pensacola, Mobile & New Orleans.	30,696.54	23,207.90	7,488.64	4,837.39	.....	2,651.25	.....
Seaboard Air Line .....	30,345,146.01	21,717,177.86	8,627,968.15	1,380,253.03	9,833.70	7,237,881.42	.....
South Florida & Gulf .....	422.21	11,117.46	*10,695.25	1,773.00	.....	*12,468.25	.....
South Georgia .....	242,391.48	161,267.14	81,124.34	13,625.81	230.11	67,268.42	.....
St. Johns River Terminal Co. ..	.....	.....	.....	33,428.52	.....	33,428.52	.....
Standard & Hernando .....	20,216.47	31,409.69	*11,193.22	13,117.46	.....	*24,310.68	.....
Tampa & Gulf Coast .....	193,123.45	253,607.22	*60,483.77	15,330.28	96.80	*75,910.85	.....

Tampa & Jacksonville .....	74,494.87	56,747.45	17,747.42	.....	.....	17,747.42	.....
Tampa Northern .....	114,571.59	105,500.53	9,071.06	20,856.19	12.22	*11,797.35	.....
Tavares & Gulf .....	37,229.50	35,126.40	2,103.10	2,700.00	.....	*596.90	.....
Tampa Union Station .....	.....	.....	.....	3,997.52	.....	*3,997.52	.....
Grand Total .....	\$166,354,142.53	\$114,574,312.72	\$ 51,779,829.81	\$ 9,894,961.97	\$ 38,671.75	\$ 41,947,919.42	*4,416.56
Total Interstate Roads ...	156,635,058.40	108,823,342.37	47,811,716.03	9,098,468.48	37,942.09	38,675,345.46	*3,797.16
Roads Entirely in Florida.	9,719,084.13	5,750,970.35	3,968,113.78	796,493.49	729.66	3,272,573.96	*619.40

\*Deficit.

RAILROAD STATISTICS, CALENDAR YEAR 1917—Continued.  
INCOME ACCOUNT—ENTIRE LINE—Continued.

NAME OF ROAD.	Total Operating Income	Non Operating Income	Gross Income	Deductions from Gross Income	Net Income	Appropriations of Income	Balance for Profit and Loss
Apalachicola Northern .....	\$ 56,286.23	\$ 10,583.35	\$ 66,869.58	\$ 114,593.37	\$ *47,723.79	\$ .....	\$ *47,723.79
Atlanta & St. Andrews Bay...	93,011.20	.....	94,722.70	63,372.77	31,349.93	.....	31,349.93
Atlantic Coast Line .....	12,013,741.95	5,356,028.61	17,369,770.56	6,535,679.32	10,834,091.24	132,796.93	10,701,294.31
Birm'gh'm, Columbus & St. And's	8,095.19	.....	8,095.19	8,196.84	*101.65	.....	*101.65
Charlotte Harbor & Northern..	96,755.61	53,640.52	150,396.13	64,981.99	85,414.14	.....	85,414.14
East & West Coast .....	7,285.87	550.22	7,836.09	32,475.76	*24,639.67	.....	*24,639.67
Fellsmere Railroad .....	*8,406.69	.....	*8,406.69	.....	*8,406.69	.....	*8,406.69
Florida, Alabama & Gulf .....	*4,013.04	21,911.95	17,898.91	34,757.67	*16,858.76	.....	*16,858.76
Florida East Coast .....	3,067,737.87	93,367.29	3,161,105.16	1,971,742.92	1,189,361.24	.....	1,189,361.24
Georgia, Florida & Alabama .....	46,436.56	9,108.31	55,544.87	131,842.80	*76,297.93	.....	*76,297.93
Georgia & Florida .....	81,428.30	38,568.37	119,996.67	638,987.91	*518,991.24	.....	*518,991.24
Georgia Southern & Florida .....	452,359.35	320,161.62	772,520.97	414,181.59	358,339.38	88,400.00	269,939.38
Gulf, Florida & Alabama .....	*105,206.36	.....	105,206.36	110,626.86	*215,833.22	.....	*215,833.22
Jacksonville Terminal Co. ....	*34,826.25	188,581.01	153,754.76	87,667.45	66,087.31	.....	66,087.31
Live Oak, Perry & Gulf .....	106,290.03	17,715.96	124,005.99	51,996.78	72,009.21	.....	72,009.21
Louisville & Nashville .....	18,775,430.13	6,203,212.69	24,978,642.82	8,514,628.16	16,464,014.66	82,515.43	16,381,499.23
Madison Southern .....	4,775.56	603.85	5,379.41	1,841.93	3,537.48	.....	3,537.48
Marianna & Blountstown .....	24,146.13	.....	24,146.13	26,864.89	*2,718.76	.....	*2,718.76
Oklawaha Valley .....	15,247.13	.....	*15,247.13	6,118.36	*21,365.49	.....	*21,365.49
Ocala Southwestern .....	3,157.44	200.41	3,357.81	4,818.21	*1,460.40	.....	*1,460.40
Pelham & Havana .....	9,958.75	.....	9,958.75	6,642.64	3,316.11	.....	3,316.11
Port St. Joe Dock & Terminal Co.	*1,015.94	150.00	*865.94	8,679.67	*9,545.61	.....	*9,545.61
Pensacola, Mobile & New Orleans	2,651.25	.....	2,651.25	.....	2,651.25	.....	2,651.25
Seaboard Air Line .....	7,237,881.42	525,730.33	7,763,611.75	7,042,970.93	720,640.82	.....	720,640.82
South Florida & Gulf .....	*12,468.25	.....	*12,468.25	130.95	*12,599.20	.....	*12,599.20
South Georgia .....	67,268.42	18,210.29	85,478.79	48,076.20	37,402.51	23,200.00	14,202.51
St. Johns River Terminal Co...	33,428.52	88,466.20	55,037.68	55,037.68	.....	.....	†Terminal
Standard & Hernando .....	*24,310.68	.....	*24,310.68	2,384.85	*26,695.53	.....	*26,695.53
Tampa & Gulf Coast .....	*75,910.85	415.00	*75,495.85	87,228.46	*162,724.31	.....	*162,724.31

Tampa & Jacksonville .....	17,747.42	936.10	18,683.52	38,720.96	*20,037.44	.....	*20,037.44
Tampa Northern .....	11,797.35	32,419.84	20,622.49	94,837.67	*74,215.18	.....	*74,215.18
Tavares & Gulf .....	*596.90	.....	*596.90	34,135.97	*34,732.87	.....	*34,732.87
Tampa Union Station .....	*3,997.52	18,782.96	14,785.44	12,225.00	2,560.44	.....	2,560.44
Grand Total .....	\$41,943,502.86	12,999,344.88	\$55,052,688.34	\$26,246,446.56	\$ 28,595,827.98	326,912.36	\$28,268,915.62
Total Interstate Roads ...	38,671,548.30	12,492,932.17	51,376,040.40	23,541,766.85	27,623,824.75	326,912.36	27,296,912.39
Roads Entirely in Florida.	3,271,954.56	506,412.71	3,676,683.94	2,704,679.71	972,003.23	.....	972,003.23

\*Deficit.

†Absorbed by Operating Companies.



RAILROAD STATISTICS, CALENDAR YEAR 1917—Continued.  
OPERATING REVENUE—ENTIRE LINE.

NAME OF ROAD.	Freight (1)	Passenger (2)	Excess Baggage (3)	Sleeping Parlor and Chair Car (4 & 5)	Mail (6)	Express (7)	Other Passenger Train (8)	Milk (9)
Apalachicola Northern .....	\$ 152,060.98	\$ 54,005.56	\$ 254.49	\$ .....	\$ 5,272.26	\$ 6,939.50	\$ .....	\$ .....
Atlanta & St Andrews Bay .....	173,213.41	86,279.23	596.37	1,331.15	5,744.74	5,147.09	.....	.....
Atlantic Coast Line .....	28,960,412.65	11,576,865.93	103,810.32	.....	806,786.34	1,467,291.31	117,889.01	2,595.36
Birmingham, Columbus & St. Andrew. s. .	29,730.54	9,287.02	14.47	.....	2,149.77	.....	.....	.....
Charlotte Harbor & Northern .....	316,554.00	35,733.35	199.81	.....	6,001.03	4,148.17	21.86	.....
East & West Coast .....	28,215.72	10,863.42	22.00	.....	2,113.12	168.20	.....	.....
Fellsmere Railroad .....	7,571.80	1,452.14	.....	.....	494.60	.....	.....	.....
Florida, Alabama & Gulf .....	24,519.23	4,410.41	9.96	.....	1,087.38	.....	.....	.....
Florida East Coast .....	4,292,809.32	2,588,026.76	35,840.65	.....	198,446.42	470,593.09	31,647.71	.....
Georgia, Florida & Alabama .....	430,451.70	120,965.09	971.95	.....	20,609.87	11,785.23	235.99	.....
Georgia & Florida .....	630,578.87	217,906.03	955.62	.....	21,010.69	8,645.56	321.01	44.80
Georgia Southern & Florida .....	1,690,960.95	971,198.31	7,928.41	.....	71,443.76	145,537.20	.....	919.90
Gulf, Florida & Alabama .....	163,334.33	22,963.81	47.91	.....	1,492.70	.....	.....	65.98
†Jacksonville Terminal Company .....	.....	.....	.....	.....	.....	.....	.....	.....
Live Oak, Perry & Gulf .....	194,551.81	42,504.81	328.56	.....	3,422.50	3,267.00	.....	8.25
Louisville & Nashville .....	55,678,079.89	16,374,643.04	146,124.35	6,482.39	1,142,367.66	1,757,820.37	7,685.58	109,257.13
Madison Southern .....	13,375.96	467.95	.....	.....	.....	.....	.....	.....
Marianna & Blountstown .....	41,210.76	11,305.11	50.83	.....	2,300.51	.....	.....	.....
Ocklawaha Valley .....	24,131.69	9,500.41	.....	.....	2,041.95	452.78	.....	.....
Ocala Southwestern .....	14,093.81	.....	.....	.....	.....	.....	.....	.....
Pelham & Havana .....	28,120.20	3,397.65	.....	.....	675.36	.....	.....	.....
Port St. Joe Dock & Terminal Co. ....	1,276.24	.....	.....	.....	.....	.....	.....	.....
Pensacola, Mobile & New Orleans .....	25,872.00	1,923.10	.....	.....	437.88	.....	.....	.....
Seaboard Air Line .....	19,674,328.12	7,777,068.71	54,648.03	6,124.90	586,435.05	1,166,884.18	3,027.75	5,602.86
South Florida & Gulf .....	305.11	1.40	.....	.....	.....	.....	.....	.....
South Georgia .....	176,781.15	55,689.51	187.00	.....	4,527.07	1,243.83	.....	.....
†St. Johns River Terminal Co. ....	.....	.....	.....	.....	.....	.....	.....	.....
Standard & Hernando .....	19,251.69	309.20	.....	.....	581.58	.....	.....	.....
Tampa & Gulf Coast .....	136,804.71	43,218.12	310.20	.....	4,527.64	5,152.13	.....	.....



Tampa & Jacksonville .....	63,320.98	5,273.02	1.30	.....	920.20	4,537.57	.....	.....
Tampa Northern .....	81,940.00	19,078.75	89.82	.....	1,915.14	962.90	.....	.....
Tavares & Gulf .....	35,007.04	502.40	.....	.....	1,248.42	471.64	.....	.....
†Tampa Union Station .....	.....	.....	.....	.....	.....	.....	.....	.....
Grand Total .....	113,108,864.16	40,044,840.24	\$ 352,392.05	\$ 13,938.44	\$2,894,053.64	\$5,061,047.70	\$ 160,828.91	\$118,494.28
Total Interstate Roads .....	107,656,652.50	37,213,310.82	315,279.92	13,938.44	2,662,618.50	4,564,354.77	129,159.34	118,486.03
Total Florida Roads Only .....	5,452,211.66	2,831,529.42	37,112.13	.....	231,435.14	496,692.93	31,669.57	8.25

\*Debit.

†Absorbed by Operating Companies.

RAILROAD STATISTICS, CALENDAR YEAR 1917—Continued.  
OPERATING REVENUE—ENTIRE LINE—Continued.

NAME OF ROAD.	Switching (10)	Special Service Train (11)	Other Freight Train (12)	Total Rail Line Transp't'n Revenue (17)	Water Line Trans. Rev. (26)	Incidental Operating Revenue (40)	Joint Facility Revenue (43)	Grand Total Operating Revenue (44)
Apalachicola Northern .....	\$ 1,745.00	\$ .....	\$ .....	\$ 220,277.79	\$ .....	\$ 19,052.81	\$ .....	\$ 239,330.60
Atlanta & St. Andrews Bay .....	742.00	.....	.....	273,053.99	.....	3,445.98	2,070.00	278,569.97
Atlantic Coast Line .....	241,916.44	2,266.51	1,800.69	43,281,634.56	.....	752,325.47	29,371.22	44,063,331.25
Birmingham, Columbus & St. Andrews .....	.....	40.00	.....	41,221.80	.....	233.63	.....	41,455.43
Charlotte Harbor & Northern .....	2,423.98	.....	.....	365,082.20	.....	71,842.79	.....	436,924.99
East & West Coast .....	.....	.....	.....	41,382.46	.....	453.78	.....	41,836.24
Fellsmere Railroad .....	.....	.....	.....	9,518.54	.....	320.19	.....	9,838.73
Florida, Alabama & Gulf .....	.....	.....	.....	30,026.98	.....	187.83	.....	30,214.81
Florida East Coast .....	50,014.19	12,925.14	.....	7,680,303.28	.....	450,710.96	9,153.03	8,140,167.27
Georgia, Florida & Alabama .....	537.00	1,555.00	*4,739.13	591,850.96	.....	7,078.25	.....	598,929.21
Georgia & Florida .....	2,298.50	2,601.00	.....	884,362.08	.....	20,101.50	420.20	904,883.78
Georgia Southern & Florida .....	9,738.83	2,359.85	.....	2,900,087.21	.....	26,377.88	56,962.86	2,983,427.95
Gulf, Florida & Alabama .....	5,314.00	.....	.....	193,218.73	.....	20,292.54	.....	213,511.27
†Jacksonville Terminal Company .....	.....	.....	.....	.....	.....	.....	.....	.....
Live Oak, Perry & Gulf .....	122.00	.....	.....	244,204.43	.....	2,497.80	.....	246,702.23
Louisville & Nashville .....	551,319.75	27,106.00	1,467.00	75,802,353.16	.....	1,048,225.58	56,808.42	76,907,387.16
Madison Southern .....	.....	.....	.....	13,843.91	.....	.....	.....	13,843.91
Marianna & Blountstown .....	.....	.....	.....	54,867.21	.....	1,819.63	.....	56,686.84
Ocklawaha Valley .....	.....	.....	.....	36,126.78	.....	177.85	.....	36,304.63
Ocala Southwestern .....	145.00	.....	.....	14,238.81	.....	.....	.....	14,238.81
Pelham & Havana .....	.....	.....	.....	32,193.21	.....	4,465.76	.....	36,658.97
Port St. Joe Dock and Terminal Co. ....	.....	.....	.....	1,276.24	.....	420.12	.....	1,696.36
Pensacola, Mobile & New Orleans .....	.....	.....	.....	28,232.98	.....	2,463.56	.....	30,696.54
Seaboard Air Line .....	252,981.94	16,838.50	50.00	29,543,990.04	.....	769,561.93	31,594.04	30,345,146.01
South Florida & Gulf .....	.....	.....	.....	306.51	.....	115.70	.....	422.21
South Georgia .....	1,997.00	399.65	.....	240,825.21	.....	1,566.27	.....	242,391.48
†St. Johns River Terminal Co. ....	62,451.85	.....	.....	†62,451.85	.....	†16,933.65	.....	.....
Standard & Hernando .....	10.00	.....	.....	20,152.47	.....	64.00	.....	20,216.47
Tampa & Gulf Coast .....	19.00	560.00	.....	190,591.80	.....	2,531.65	.....	193,123.45

Tampa & Jacksonville .....	408.00	.....	.....	74,461.07	.....	336.30	.....	74,797.37
Tampa Northern .....	6,282.84	.....	.....	110,269.45	.....	4,054.04	248.10	114,571.59
Tavares & Gulf .....	.....	.....	.....	37,229.50	.....	.....	.....	37,229.50
†Tampa Union Station .....	.....	.....	.....	.....	.....	†4,585.85	.....	.....
Grand Total .....	\$1,128,015.47	\$ 66,651.65	\$ 8,066.82	\$162,957,183.36	.....	\$3,210,723.80	\$ 186,627.87	\$166,354,535.03
Total Interstate Roads .....	1,066,845.46	53,126.51	8,066.82	153,801,829.11	.....	2,656,092.55	177,226.74	156,635,148.40
Total Florida Roads Only .....	61,170.01	13,525.14	.....	9,155,354.25	.....	554,631.25	9,401.13	9,719,386.63

\*Debit.

†Absorbed by Operating Companies.

RAILROAD STATISTICS, CALENDAR YEAR 1917—Continued.  
OPERATING REVENUE—FLORIDA ONLY.

NAME OF ROAD.	Freight	Passenger	Excess Baggage	Sleeping Parlor and Chair Car	Mail	Express	Other Passenger Trains	Milk	Switching
	(1)	(2)	(3)	(4 and 5)	(6)	(7)	(8)	(9)	(10)
Apalachicola Northern .....	\$ 152,060.98	\$ 54,005.56	\$ 254.49	\$ .....	\$ 5,272.26	\$ 6,939.50	\$ .....	\$ .....	\$ 1,745.00
Atlanta & St. Andrews Bay .....	138,570.72	69,023.38	477.09	1,064.92	4,595.79	4,117.67	.....	.....	742.00
Atlantic Coast Line .....	5,955,237.61	2,716,864.21	27,369.96	.....	204,492.67	386,293.77	33,031.64	542.39	54,122.50
Birm'gham, Columbus & St. And's .....	29,730.54	9,287.02	14.47	.....	2,149.77	.....	.....	.....	.....
Charlotte Harbor & Northern .....	316,554.00	35,733.35	199.81	.....	6,001.03	4,148.17	21.86	.....	2,423.98
East & West Coast .....	28,215.72	10,863.42	22.00	.....	2,113.12	168.20	.....	.....	.....
Fellsmere Railroad .....	7,571.80	1,452.14	.....	.....	494.60	.....	.....	.....	.....
Florida, Alabama & Gulf .....	20,432.05	3,530.33	7.77	.....	869.90	.....	.....	.....	.....
Florida East Coast .....	4,292,809.32	2,588,026.76	35,840.65	.....	198,446.42	470,593.09	31,647.71	.....	50,014.19
Georgia, Florida & Alabama .....	105,035.99	43,170.27	345.39	.....	8,267.55	4,210.70	132.50	.....	120.00
Georgia & Florida .....	8,702.18	4,751.08	22.63	.....	441.54	151.62	.....	.....	534.00
Georgia Southern & Florida .....	321,920.11	143,321.14	1,435.50	.....	15,380.15	21,742.13	.....	69.56	3,046.68
Gulf, Florida & Alabama .....	52,515.53	7,850.29	.....	.....	343.64	.....	.....	.....	3,803.79
†Jacksonville Terminal Co. ....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Live Oak, Perry & Gulf .....	194,551.31	42,504.81	328.56	.....	3,422.50	3,267.00	.....	8.25	122.00
Louisville & Nashville .....	1,224,029.73	498,847.60	5,438.68	696.51	30,803.76	50,452.77	572.87	209.32	10,710.77
Madison Southern .....	13,375.96	467.95	.....	.....	.....	.....	.....	.....	.....
Marianna & Blountstown .....	41,210.76	11,305.11	50.83	.....	2,300.51	.....	.....	.....	.....
Ocklawaha Valley .....	24,131.69	9,500.41	.....	.....	2,041.95	452.73	.....	.....	145.00
Ocala Southwestern .....	14,093.81	.....	.....	.....	.....	.....	.....	.....	.....
Pelham & Havana .....	5,643.90	679.61	.....	.....	.....	.....	.....	.....	.....
Port St. Joe Dock & Terminal Co. ....	1,276.24	.....	.....	.....	.....	.....	.....	.....	.....
Pensacola, Mobile & New Orleans .....	19,783.33	1,351.18	.....	.....	364.93	.....	.....	.....	.....
Seaboard Air Line .....	3,468,171.81	1,423,166.99	17,858.97	419.55	93,482.97	259,521.90	989.46	1,831.03	53,824.35
South Florida & Gulf .....	.....	305.11	1.40	.....	.....	.....	.....	.....	.....
South Georgia .....	68,098.43	23,826.54	115.79	.....	2,354.07	648.74	.....	.....	1,038.44
†St. Johns River Terminal Co. ....	.....	.....	.....	.....	.....	.....	.....	.....	†62,451.85
Standard & Hernando .....	19,251.69	309.20	.....	.....	581.58	.....	.....	.....	10.00
Tampa & Gulf Coast .....	136,804.71	43,218.12	310.20	.....	4,527.64	5,152.13	.....	.....	19.00

Tampa & Jacksonville .....	63,320.98	5,273.02	1.30	.....	920.20	4,537.57	.....	.....	408.00
Tampa Northern .....	81,940.00	19,078.75	89.82	.....	1,915.14	962.90	.....	.....	6,282.84
Tavares & Gulf .....	35,007.04	502.40	.....	.....	1,248.42	471.64	.....	.....	.....
†Tampa Union Station .....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Grand Total .....	\$16,840,353.05	\$7,767,912.04	\$90,183.91	\$2,180.98	\$592,832.11	\$1,203,832.23	\$66,396.04	\$2,660.55	\$189,112.54
Total Interstate Roads ....	11,388,141.39	4,936,382.62	53,071.78	2,180.98	361,396.97	707,139.30	34,726.47	2,652.30	127,942.53
Roads Entirely in Florida..	5,452,211.66	2,831,529.42	37,112.13	.....	231,435.14	496,692.93	31,669.57	8.25	61,170.01

†Absorbed by Operating Companies.



RAILROAD STATISTICS, CALENDAR YEAR 1917—Continued.  
OPERATING REVENUE—FLORIDA ONLY—Continued.

NAME OF ROAD.	Special Service Train	Other Freight Train	Total Rail Line Trans- portation Revenue	Total Water Line Trans- porta- tion Reve- nue	Total Inci- dental Operating Revenue	Joint Fa- cility Operat- ing Reve- nue	Total Rail- way Oper- ating Reve- nue.	Revenue Earned Within State of Florida	
								On Intra- state Traffic	On Inter- state Traffic
	(11)	(12)	(17)	(26)	(40)	(43)	(44)	(D)	(E)
Apalachicola Northern .....	\$ .....	\$ .....	\$ 220,277.79	\$ .....	\$ 19,052.81	\$ .....	\$ 239,330.60	\$ 137,016.01	\$ 102,314.59
Atlanta & St. Andrews Bay .....	.....	.....	218,591.57	.....	2,816.79	2,070.00	223,478.36	.....	.....
Atlantic Coast Line .....	322.95	1,800.69	9,380,078.49	.....	205,509.03	17,928.54	9,603,516.06	4,494,391.13	5,109,124.93
Birmingham, Columbus & St. And's .....	40.00	.....	41,221.80	.....	233.63	.....	41,455.43	.....	.....
Charlotte Harbor & Northern .....	.....	.....	365,082.20	.....	71,842.79	.....	436,924.99	.....	.....
East & West Coast .....	.....	.....	41,382.46	.....	453.78	.....	41,836.24	.....	.....
Fellsmere Railroad .....	.....	.....	9,518.54	.....	320.19	.....	9,838.73	.....	.....
Florida, Alabama & Gulf .....	.....	.....	24,840.05	.....	146.72	.....	24,986.77	.....	.....
Florida East Coast .....	12,925.14	.....	7,680,303.28	.....	450,710.96	9,153.03	8,140,167.27	.....	.....
Georgia, Florida & Alabama .....	770.53	*4,705.89	166,758.90	.....	2,833.35	.....	169,592.25	83,089.34	86,502.91
Georgia & Florida .....	.....	.....	14,603.05	.....	373.44	.....	14,976.49	3,638.06	11,338.43
Georgia Southern & Florida .....	128.59	.....	507,043.86	.....	4,454.65	58,052.61	569,551.12	163,510.88	406,040.24
Gulf, Florida & Alabama .....	.....	.....	65,513.25	.....	7,019.37	.....	72,532.62	.....	.....
†Jacksonville Terminal Co. ....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Live Oak, Perry & Gulf .....	.....	.....	244,204.43	.....	2,497.80	.....	246,702.23	.....	.....
Louisville & Nashville .....	1,650.00	.....	1,823,412.01	.....	88,380.96	.....	1,911,792.97	564,773.21	1,347,019.76
Madison Southern .....	.....	.....	13,843.91	.....	.....	.....	13,843.91	.....	.....
Marianna & Blountstown .....	.....	.....	54,867.21	.....	1,819.63	.....	56,686.84	.....	.....
Ocklawaha Valley .....	.....	.....	36,126.78	.....	177.85	.....	36,304.63	.....	.....
Ocala Southwestern .....	.....	.....	14,238.81	.....	.....	.....	14,238.81	.....	.....
Pelham & Havana .....	.....	.....	6,323.51	.....	420.12	.....	6,323.51	.....	.....
Port St. Joe Dock & Terminal Co. ....	.....	.....	1,276.24	.....	.....	.....	1,696.36	.....	.....
Pensacola, Mobile & New Orleans....	.....	.....	21,499.44	.....	1,816.28	.....	23,315.72	.....	.....
Seaboard Air Line .....	2,637.30	.....	5,301,914.83	.....	150,894.96	13,549.40	5,466,359.19	2,666,522.72	2,799,836.47
South Florida & Gulf .....	.....	.....	306.51	.....	115.70	.....	422.21	.....	.....

South Georgia .....	207.80	.....	96,289.81	.....	795.99	.....	97,085.80	20,869.78	76,216.02
†St. Johns River Terminal Co. ....	.....	.....	†62,451.85	.....	†16,933.65	.....	.....	.....	.....
Standard & Hernando .....	.....	.....	20,152.47	.....	64.00	.....	20,216.47	.....	.....
Tampa & Gulf Coast .....	560.00	.....	190,591.80	.....	2,531.65	.....	193,123.45	138,210.84	54,921.61
Tampa & Jacksonville .....	.....	.....	74,461.07	.....	336.30	.....	74,797.37	.....	.....
Tampa Northern .....	.....	.....	110,269.45	.....	4,054.04	248.10	114,571.59	103,990.96	10,580.63
Tavares & Gulf .....	.....	.....	37,229.50	.....	.....	.....	37,229.50	.....	.....
†Tampa Union Station .....	.....	.....	.....	.....	.....	†4,585.85	.....	.....	.....
Grand Total .....	\$19,242.31	\$ 6,506.58	\$26,782,223.02	.....	\$1,019,672.79	\$101,001.68	\$27,902,897.49	\$8,376,012.93	\$10,003,895.59
Total Interstate Roads .....	5,717.17	6,506.58	17,626,868.77	.....	465,461.66	91,600.55	18,183,510.86	7,996,795.12	9,836,078.76
Roads Entirely in Florida ....	13,525.14	.....	9,155,354.25	.....	554,211.13	9,401.13	9,719,386.63	379,217.81	167,816.83

†Absorbed by Operating Companies.

RAILROAD STATISTICS, CALENDAR YEAR 1917—Continued.  
OPERATING EXPENSE—ENTIRE LINE.

NAME OF ROAD.	Maintenance of Way and Structures	Maintenance of Equipment	Traffic Expenses	Transportation Rail Line
Apalachicola Northern .....	34,953.42	40,079.17	4,695.52	65,406.72
Atlanta & St. Andrews Bay .....	33,592.35	47,662.63	2,171.60	71,498.84
Atlantic Coast Line .....	4,891,462.26	7,002,226.19	752,669.54	15,982,770.81
Birmingham, Columbus & St. Andrews .....	11,853.84	3,787.75	231.78	10,363.59
Charlotte Harbor & Northern .....	61,256.34	67,863.11	8,579.00	143,254.21
East & West Coast .....	8,249.32	1,987.59	1,167.83	11,962.12
Fellsmere Railroad .....	2,675.03	2,551.94	.....	9,957.66
Florida, Alabama & Gulf .....	9,019.49	7,081.69	644.16	9,346.39
Florida East Coast .....	809,942.12	1,030,351.78	107,134.26	2,482,407.65
Georgia, Florida & Alabama .....	99,299.81	115,893.16	19,596.36	243,570.88
Georgia & Florida .....	170,892.27	118,737.91	39,632.52	382,500.40
Georgia Southern & Florida .....	138,621.99	163,240.13	23,138.40	275,196.20
Gulf, Florida & Alabama .....	65,200.50	44,685.02	7,726.06	148,696.85
*Jacksonville Terminal Company .....	.....	.....	.....	.....
Live Oak Perry & Gulf .....	30,297.95	30,353.65	4,551.41	50,214.14
Louisville & Nashville .....	9,289,233.83	14,852,774.01	1,556,848.10	25,615,285.70
Madison Southern .....	1,793.04	1,305.97	118.91	3,412.69
Marianna & Blountstown .....	7,973.10	5,490.17	415.04	10,993.32
Ocklawaha Valley .....	15,392.98	6,930.63	1,322.98	14,312.24
Ocala Southwestern .....	3,373.89	1,539.14	1,122.40	2,464.07
Pelham & Havana .....	8,337.18	4,311.00	14.00	11,047.29
Port St. Joe Dock & Terminal Co. ....	801.16	.....	2.00	57.82
Pensacola, Mobile & New Orleans .....	8,173.74	1,765.64	.....	7,962.90
Seaboard Air Line .....	3,215,505.46	5,105,472.29	931,258.61	11,347,769.97
South Florida & Gulf .....	1,123.74	1,232.54	2,161.51	2,545.42
South Georgia .....	35,215.01	29,940.84	3,490.35	78,049.19
*St. Johns River Terminal .....	.....	.....	.....	.....
Standard & Hernando .....	11,825.58	10,139.51	43.51	8,730.06
Tampa & Gulf Coast .....	87,950.81	36,834.00	4,882.78	113,950.80

Tampa & Jacksonville .....	17,065.24	7,296.88	1,712.48	24,770.66
Tampa Northern .....	22,566.82	34,999.13	292.19	42,049.91
Tavares & Gulf .....	8,413.69	5,098.28	1,785.69	13,646.90
*Tampa Union Station .....	.....	.....	.....	.....
Grand Total .....	19,102,061.96	28,781,631.75	3,477,408.99	57,184,195.43
Intrastate Roads .....	17,964,553.89	27,493,790.51	3,337,189.70	54,173,695.42
Interstate Roads .....	1,137,508.07	1,287,841.24	140,219.29	3,010,500.01

\*Expenses absorbed by operating companies.

RAILROAD STATISTICS, CALENDAR YEAR 1917—Continued.  
OPERATING EXPENSES—ENTIRE LINE, (Continued.)

NAME OF ROAD.	Transportation Water Line	Miscellaneous Operations	General Expenses	Transportation for Invest- ment Credit	Total Operating Expenses
Apalachicola Northern .....	.....	.....	16,438.48	.....	161,573.31
Atlanta & St. Andrews Bay .....	.....	.....	13,145.93	.....	168,071.35
Atlantic Coast Line .....	.....	178,738.80	994,587.43	28,460.12	29,773,994.91
Birmingham, Columbus & St. Andrews... 301.50	.....	.....	3,765.14	.....	30,303.60
Charlotte Harbor & Northern .....	.....	.....	18,756.36	.....	299,709.02
East & West Coast .....	.....	.....	3,402.24	.....	26,769.10
Fellsmere Railroad .....	.....	.....	88.06	.....	15,272.69
Florida, Alabama & Gulf .....	.....	.....	5,777.45	.....	31,869.18
Florida East Coast .....	.....	70,546.32	193,533.13	192,719.57	4,501,195.72
Georgia, Florida & Alabama .....	.....	.....	36,619.41	.....	514,979.62
Georgia & Florida .....	.....	.....	59,393.94	.....	771,157.04
Georgia Southern & Florida .....	.....	.....	30,779.09	9.83	630,965.98
Gulf, Florida & Alabama .....	.....	.....	35,759.23	.....	302,067.66
*Jacksonville Terminal Company .....	.....	.....	.....	.....	.....
Live Oak, Perry & Gulf .....	.....	.....	13,392.29	.....	128,809.44
Louisville & Nashville .....	.....	321,604.19	1,555,653.88	192,641.17	52,998,758.54
Madison Southern .....	.....	.....	1,378.46	.....	8,049.07
Marianna & Blountstown .....	.....	.....	4,301.00	.....	29,172.63
Ocklawaha Valley .....	.....	.....	6,402.95	.....	44,361.88
Ocala Southwestern .....	.....	.....	2,246.29	.....	10,748.79
Pelham & Havana .....	.....	.....	1,001.24	.....	24,710.71
Port St. Joe Dock & Terminal Co. ....	.....	.....	635.37	.....	1,496.35
Pensacola, Mobile & New Orleans .....	.....	.....	5,305.62	.....	23,207.90
Seaboard Air Line .....	.....	203,449.48	944,918.63	31,196.58	21,717,177.86
South Florida & Gulf .....	.....	.....	4,054.25	.....	11,117.46
South Georgia .....	.....	.....	14,571.75	.....	161,267.14
*St. Johns River Terminal .....	.....	.....	.....	.....	.....
Standard & Hernando .....	.....	.....	671.03	.....	31,409.69
Tampa & Gulf Coast .....	.....	.....	9,988.83	.....	253,607.22



Tampa & Jacksonville .....			5,902.19		56,747.45
Tampa Northern .....			5,592.48		105,500.53
Tavares & Gulf .....			6,181.89		35,126.40
*Tampa Union Station .....					
Grand Total .....	301.50	774,338.79	3,994,244.04	445,027.27	112,869,198.24
Interstate Roads .....		703,792.47	3,697,513.60	252,307.70	107,118,227.89
Intrastate Roads .....	301.50	70,546.32	296,730.44	192,719.57	5,750,970.35

\*Expenses absorbed by operating companies.

RAILROAD STATISTICS, CALENDAR YEAR 1917—Continued.  
OPERATING EXPENSES—FLORIDA ONLY.

NAME OF ROAD.	Maintenance of Way and Structures	Maintenance of Equipment	Traffic Expenses	Transportation Rail Line
Apalachicola Northern .....	\$ 34,953.42	\$ 40,079.17	\$ 4,695.52	\$ 65,406.72
Atlanta & St. Andrews Bay .....	26,873.88	38,130.10	1,737.28	57,199.07
Atlantic Coast Line .....	1,066,094.20	1,526,135.20	164,044.33	3,483,444.90
Birmingham, Columbus & St. Andrews .....	11,853.84	3,787.75	231.78	10,363.59
Charlotte Harbor & Northern .....	61,256.34	67,863.11	8,579.00	143,254.21
East & West Coast .....	8,249.32	1,987.59	1,167.83	11,962.12
Fellsmere Railroad .....	2,675.03	2,551.94	.....	9,957.66
Florida, Alabama & Gulf .....	7,215.59	5,665.36	515.32	7,478.10
Florida East Coast .....	809,942.12	1,030,351.78	107,134.26	2,482,407.68
Georgia, Florida & Alabama .....	39,610.45	37,060.61	7,062.83	90,134.66
Georgia & Florida .....	5,483.86	2,568.18	1,182.62	11,616.44
Georgia Southern & Florida .....	138,621.99	163,240.13	23,138.40	275,196.20
Gulf, Florida & Alabama .....	22,143.39	15,805.92	2,530.92	46,904.69
*Jacksonville Terminal Company .....	.....	.....	.....	.....
Live Oak, Perry & Gulf .....	30,297.95	30,353.65	4,551.41	50,214.14
Louisville & Nashville .....	350,260.99	347,582.32	42,477.94	761,111.67
Madison Southern .....	1,793.04	1,305.97	118.91	3,412.69
Marianna & Blountstown .....	7,973.10	5,490.17	415.04	10,993.32
Ocklawaha Valley .....	15,392.98	6,930.63	1,322.98	14,312.24
Ocala Southwestern .....	3,373.89	1,539.14	1,122.40	2,464.07
Pelham & Havana .....	1,662.19	919.46	.....	2,431.14
Port St. Joe Dock and Terminal Co. ....	801.16	.....	2.00	57.82
Pensacola, Mobile & New Orleans .....	6,243.59	1,262.02	.....	5,683.52
Seaboard Air Line .....	733,029.39	943,029.60	189,741.13	2,304,681.32
South Florida & Gulf .....	1,123.74	1,232.54	2,161.51	2,545.42
South Georgia .....	17,201.54	15,469.17	1,814.92	40,584.51
*St. Johns River Terminal .....	.....	.....	.....	.....
Standard & Hernando .....	11,825.58	10,139.51	43.51	8,730.06
Tampa & Gulf Coast .....	87,950.81	36,834.00	4,882.78	113,950.80

Tampa & Jacksonville .....	17,065.24	7,296.88	1,712.48	24,770.66
Tampa Northern .....	22,566.82	34,999.13	292.19	42,049.91
Tavares & Gulf .....	8,413.69	5,098.28	1,785.69	*13,646.90
*Tampa Union Station .....	.....	.....	.....	.....
Grand Total .....	\$3,552,429.13	\$4,384,709.31	\$574,454.98	\$10,096,966.23
Interstate Roads .....	2,414,921.06	3,096,868.07	434,235.69	7,086,466.22
Intrastate Roads .....	1,137,508.07	1,287,841.24	140,219.29	3,010,500.01

\*Expenses absorbed by operating companies.

RAILROAD STATISTICS, CALENDAR YEAR 1917—Continued.  
OPERATING EXPENSES—FLORIDA ONLY—Continued.

NAME OF ROAD.	Transportation Water Line	Miscellaneous Operations	General Expenses	Transportation for Invest- ment Credit	Total Operating Expenses
Apalachicola Northern .....	\$.....	\$.....	\$ 16,438.48	\$.....	\$ 161,573.31
Atlanta & St. Andrews Bay .....	.....	.....	10,516.75	.....	134,457.08
Atlantic Coast Line .....	.....	38,956.12	216,770.33	6,202.78	6,489,242.30
Birmingham, Columbus & St. Andrews....	301.50	.....	3,765.14	.....	30,303.60
Charlotte Harbor & Northern .....	.....	.....	18,756.36	.....	299,709.02
East & West Coast .....	.....	.....	3,402.24	.....	26,769.10
Fellsmere Railroad .....	.....	.....	88.06	.....	15,272.69
Florida, Alabama & Gulf .....	.....	.....	4,621.95	.....	25,496.32
Florida East Coast .....	.....	70,546.32	193,533.13	192,719.57	4,501,195.72
Georgia, Florida & Alabama .....	.....	.....	13,158.44	13,158.44	187,016.99
Georgia & Florida .....	.....	.....	1,740.24	.....	22,591.34
Georgia Southern & Florida .....	.....	.....	30,779.09	9.83	630,965.98
Gulf, Florida & Alabama .....	.....	.....	10,479.02	.....	97,863.94
*Jacksonville Terminal Company .....	.....	.....	.....	.....	.....
Live Oak, Perry & Gulf .....	.....	.....	13,392.29	.....	128,809.44
Louisville & Nashville .....	.....	4,248.31	47,690.64	764.80	1,552,612.07
Madison Southern .....	.....	.....	1,378.46	.....	8,049.07
Marianna & Blountstown .....	.....	.....	4,301.00	.....	29,172.63
Ocklawaha Valley .....	.....	.....	6,402.95	.....	44,361.88
Ocala Southwestern .....	.....	.....	2,246.29	.....	10,748.79
Pelham & Havana .....	.....	.....	200.25	.....	5,213.04
Port St. Joe Dock & Terminal Co. ....	.....	.....	635.37	.....	1,496.35
Pensacola, Mobile & New Orleans .....	.....	.....	4,060.41	.....	17,249.54
Seaboard Air Line .....	.....	9,609.18	205,900.45	8,804.07	4,377,666.98
South Florida & Gulf .....	.....	.....	4,054.25	.....	11,117.46
South Georgia .....	.....	.....	7,528.81	.....	82,598.95
*St. Johns River Terminal .....	.....	.....	.....	.....	.....
Standard & Hernando .....	.....	.....	671.03	.....	31,409.69
Tampa & Gulf Coast .....	.....	.....	9,988.83	.....	253,607.22

Tampa & Jacksonville .....	.....	.....	5,902.19	.....	56,747.45
Tampa Northern .....	.....	.....	5,592.48	.....	105,500.53
Tavares & Gulf .....	.....	.....	6,181.89	.....	35,126.40
*Tampa Union Station .....	.....	.....	.....	.....	.....
Grand Total .....	\$301.50	\$123,359.93	\$850,176.82	\$221,659.49	\$19,378,944.88
Interstate Roads .....	.....	52,813.61	553,446.38	28,939.92	13,622,974.53
Intrastate Roads .....	301.50	70,546.32	296,730.44	192,719.57	5,750,970.35

\*Expenses absorbed by operating companies.



RAILROAD STATISTICS, CALENDAR YEAR 1917.  
REVENUE FREIGHT CARRIED DURING THE YEAR 1917—ENTIRE LINE. (\*)

NAME OF ROAD.	Products of Agriculture No. of Tons (2000lbs.each)	Products of Animals No. of Tons (2000lbs.each)	Products of Mines No. of Tons (2000lbs.each)	Products of Forests No. of Tons (2000lbs.each)	Manufactures No. of Tons (2000lbs.each)
Apalachicola Northern .....	5,586	1,487	1,162	104,745	15,208
Atlanta & St. Andrews Bay .....	5,614	350	1,222	135,222	7,953
Atlantic Coast Line .....	1,820,984	129,457	3,198,069	5,409,576	3,240,271
Birmingham, Columbus & St. Andrews.....	286	59	722	67,691	3,549
Charlotte Harbor & Northern .....	16,251	6,898	417,479	57,344	42,322
East & West Coast .....	1,471	70	423	17,106	6,712
Fellsmere Railroad (Not Given) .....	.....	.....	.....	.....	.....
Florida, Alabama & Gulf .....	1,073	158	122	30,155	2,342
Florida East Coast .....	291,969	210,649	332,224	407,557	455,954
Georgia, Florida & Alabama .....	65,371	43,658	81,942	106,863	98,058
Georgia & Florida .....	93,462	9,589	18,448	206,353	153,918
Georgia Southern & Florida .....	196,376	82,925	191,613	368,113	275,338
Gulf, Florida & Alabama .....	8,478	289	12,586	110,220	35,209
Jacksonville Terminal Company .....	.....	.....	.....	.....	.....
Live Oak, Perry & Gulf .....	5,278	456	542	211,886	12,044
Louisville & Nashville .....	2,489,889	713,679	29,952,707	3,689,771	4,784,768
Madison Southern .....	.....	.....	.....	24,518	504
Marianna & Blountstown .....	655	400	.....	35,419	3,668
Ocklawaha Valley .....	2,677	114	2,956	14,232	4,271
Ocala Southwestern .....	290	155	6,195	18,819	1,366
Pelham & Havana .....	1,314	53	.....	28,529	3,002
Port St. Joe Dock & Terminal Company.....	.....	.....	.....	.....	.....
Pensacola, Mobile & New Orleans.....	.....	.....	.....	20,226	.....
Seaboard Air Line .....	1,311,785	105,136	2,619,944	2,758,381	2,693,044
South Florida & Gulf .....	.....	390	.....	.....	.....
South Georgia .....	20,621	817	.....	138,637	15,994
St. Johns River Terminal .....	.....	.....	.....	.....	.....
Standard & Hernando .....	631	10	8,763	16,224	27,720
Tampa & Gulf Coast .....	14,120	458	6,916	55,637	30,589

Tampa & Jacksonville .....	16,512	.....	1,695	33,860	13,336
Tampa Northern .....	3,697	342	1,635	70,615	11,553
Tavares & Gulf .....	11,158	301	1,005	1,919	4,740
Tampa Union Station .....					
Grand Total .....	6,385,548	1,307,900	36,913,370	14,139,678	11,943,432
Total Interstate Roads .....	6,014,967	1,086,111	36,076,653	13,002,046	11,309,897
Roads Entirely in Florida .....	370,581	221,789	836,717	1,137,632	633,536

\*Incomplete Table.

RAILROAD STATISTICS, CALENDAR YEAR 1917—Continued.  
REVENUE FREIGHT CARRIED DURING THE YEAR 1917—ENTIRE LINE. (\*)

NAME OF ROAD.	Miscellaneous Commodities (C'r L'd Rate) No. of Tons (2000lbs.each)	L C L Goods Not Distrib't'd No. of Tons (2000lbs.each)	Total Revenue Frght. Carried No. of Tons (2000lbs.each)	No. of Tons Originating on Respondents Road I Within Florida
Apalachicola Northern .....		3,340	131,528	117,222
Atlanta & St. Andrews Bay .....	5,260	2,692	158,313	.....
Atlantic Coast Line .....	645,983	949,312	15,393,652	4,155,745
Birmingham, Columbus & St. Andrews .....	151	2,629	75,087	58,579
Charlotte Harbor & Northern .....	24,910	3,597	623,801	545,477
East & West Coast .....	971	2,220	28,973	20,925
Fellsmere Railroad .....	(Not Given)			.....
Florida, Alabama & Gulf .....	32		33,882	.....
Florida East Coast .....	74,600		1,772,953	1,203,887
Georgia, Florida & Alabama .....	10,859	27,827	434,578	83,180
Georgia & Florida .....		27,001	508,771	17,787
Georgia Southern & Florida .....	54,288	76,428	1,245,081	44,901
Gulf, Florida & Alabama .....	10,463	9,596	186,841	.....
Jacksonville Terminal Company .....				.....
Live Oak, Perry & Gulf .....		2,830	233,036	221,398
Louisville & Nashville .....	471,623	1,629,988	43,732,425	754,559
Madison Southern .....		826	25,848	25,123
Marianna & Blountstown .....	1,489	3,097	44,727	39,419
Ocklawaha Valley .....	796	1,485	26,501	.....
Ocala Southwestern .....	289	739	27,913	27,174
Pelham & Havana .....		1,035	33,933	.....
Port St. Joe Dock & Terminal Company .....				.....
Pensacola, Mobile & New Orleans .....		873	21,099	.....
Seaboard Air Line .....	698,168	542,249	10,728,707	1,834,214
South Florida & Gulf .....		76	466	391
South Georgia .....		8,958	211,834	89,384
St. Johns River Terminal .....				.....
Standard & Hernando .....	753	321	54,422	40,823
Tampa & Gulf Coast .....	1,945	2,994	112,659	67,850

Tampa & Jacksonville .....	3,400	250	69,053	64,516
Tampa Northern .....	1,036	732	89,630	87,937
Tavares & Gulf .....	1,556	.....	20,679	14,582
Tampa Union Station .....	.....	.....	.....	.....
Grand Total .....	2,008,572	3,301,095	76,026,392	9,515,073
Roads Entirely in Florida .....	1,896,676	3,275,959	72,689,116	6,979,770
Total Interstate Roads .....	111,896	25,136	3,337,276	2,535,303

\*Incomplete Table.

RAILROAD STATISTICS, CALENDAR YEAR 1917—Continued.  
REVENUE FREIGHT CARRIED DURING THE YEAR 1917—FLORIDA ONLY. (\*)

NAME OF ROAD.	Products of Agriculture No. of Tons 2000 lbs. each	Products of Animals No. of Tons 2000 lbs. each	Products of Mines No. of Tons 2000 lbs. each	Products of Forests No. of Tons 2000 lbs. each	Manufactures No. of Tons 2000 lbs. each
†Apalachicola Northern .....	3,751	583	294	39,249	.....
†Atlanta & St. Andrews Bay .....	3,544	.....	117	7,329	1,034
†Atlantic Coast Line .....	82,312	12,098	359,061	1,171,230	433,743
**Birmingham, Columbus & St. Andrews..	286	59	722	67,691	3,549
**Charlotte Harbor & Northern .....	16,251	6,898	472,479	57,344	42,322
**East & West Coast .....	1,471	70	423	17,106	6,712
Fellsmere Railroad (Not given) .....	.....	.....	.....	.....	.....
*Florida, Alabama & Gulf .....	842	124	96	23,652	1,836
†Florida East Coast .....	63,130	169,468	285,168	310,230	186,689
†Georgia, Florida & Alabama .....	7,144	6,315	5,110	22,555	11,926
†Georgia & Florida .....	69	28	.....	3,298	16
†Georgia Southern & Florida .....	796	819	755	37,893	3,762
***Gulf, Florida & Alabama .....	2,846	97	4,225	37,000	11,820
Jacksonville Terminal Company .....	.....	.....	.....	.....	.....
**Live Oak, Perry & Gulf .....	5,278	456	542	211,886	12,044
†Louisville & Nashville .....	8,109	1,434	10,125	43,334	66,378
**Madison Southern .....	.....	.....	.....	24,518	504
**Marianna & Blountstown .....	655	400	.....	35,419	3,668
**Ocklawaha Valley .....	2,677	114	2,956	14,232	4,241
**Ocala Southwestern .....	290	155	6,195	18,879	1,366
***Pelham & Havana .....	300	12	.....	6,505	684
**Port St. Joe Dock & Terminal Co. ....	.....	.....	.....	.....	.....
†***Pensacola, Mobile & New Orleans.....	.....	.....	.....	13,450	.....
†Seaboard Air Line .....	67,163	7,747	216,083	539,799	244,235
**South Florida & Gulf .....	.....	390	.....	.....	.....
†South Georgia .....	9,317	341	6,082	73,876	5,548
St. Johns River Terminal .....	.....	.....	.....	.....	.....
**Standard & Hernando .....	631	10	8,763	16,224	27,720
†Tampa & Gulf Coast .....	21,304	435	6,596	36,054	22,123



**Tampa & Jacksonville .....	16,512	.....	1,695	33,860	13,336
†Tampa Northern .....	3,502	339	766	58,181	11,429
**Tavares & Gulf .....	11,158	301	1,005	1,919	4,740
Tampa Union Station .....	329,338	208,693	1,389,258	2,922,713	1,129,930
Total .....	182,442	29,015	601,654	1,979,921	780,982
Interstate .....	146,896	179,678	787,604	942,792	348,948
Intrastate .....					

†Actual.

\*Estimated, Based on Millage.

\*\*Estimated.

†For Six Months.

(\*) Incomplete Table.

RAILROAD STATISTICS, CALENDAR YEAR 1917—Continued.  
REVENUE FREIGHT CARRIED DURING THE YEAR 1917—FLORIDA ONLY. (\*)

NAME OF COMPANY.	Miscellaneous (C'r L'd Rate) Commodities No. of Tons (20000lbs. each)	L. C. L. Goods Not Distrib't'd No. of Tons (20000lbs. each)	Total Revenue Freight Carried No. of Tons (2000 lbs. each)
†Apalachicola Northern .....	.....	647	53,029
†Atlanta & St. Andrews Bay .....	473	2,633	15,130
†Atlantic Coast Line .....	64,749	158,864	2,282,057
**Birmingham, Columbus & St. Andrews .....	151	2,629	75,087
**Charlotte Harbor & Northern .....	24,910	3,597	623,801
**East & West Coast .....	971	2,220	28,973
Fellsmere Railroad (Not Given) .....	.....	.....	.....
*Florida, Alabama & Gulf .....	25	.....	26,575
Florida East Coast .....	.....	23,272	1,037,957
†Georgia, Florida & Alabama .....	846	5,233	59,129
†Georgia & Florida .....	.....	65	3,476
†Georgia Southern & Florida .....	850	3,251	48,126
**Gulf, Florida & Alabama .....	3,512	3,221	62,721
Jacksonville Terminal Company (Not Given) .....	.....	.....	.....
**Live Oak, Perry & Gulf .....	.....	2,830	233,036
†Louisville & Nashville .....	1,986	30,735	162,101
**Madison Southern .....	.....	826	25,848
**Marianna & Blountstown .....	1,489	3,097	44,727
**Ocklawaha Valley .....	796	1,485	26,501
**Ocala Southwestern .....	289	739	27,913
**Pelham & Havana .....	.....	236	7,737
Port St. Joe Dock & Terminal Company (Not Given) .....	.....	.....	.....
**†Pensacola, Mobile & New Orleans .....	580	.....	14,030
†Seaboard Air Line .....	65,250	51,881	1,192,158
**South Florida & Gulf .....	.....	76	466
†South Georgia .....	.....	3,591	98,755
St. Johns River Terminal (Not Given) .....	.....	.....	.....
**Standard & Hernando .....	753	321	54,422

**RAILROAD STATISTICS, CALENDAR YEAR 1917—Continued.**  
**GENERAL BALANCE SHEET—ENTIRE LINE.**

ASSETS											LIABILITIES								
NAME OF ROAD.	Investment in Road and Equipment	Improvements on Leased Property	Sinking Funds	Deposits in Lieu of Mortgaged Property Sold	Miscellaneous Physical Property	Investments in Affiliated Companies	Other Investments	Current Assets	Deferred Assets	Unadjusted Debits	Total Assets	Stocks	Long Term Debt	Current Liabilities	Deferred Liabilities	Unadjusted Credits	Appropriated Surplus	Profit and Loss	Total Liabilities
Apalachicola Northern	\$ 2,849,718.52				\$ 512.50		\$ 50,000.00	\$ 120,924.10	\$ 55,847.17	\$ 3,102.36	\$ 3,080,104.65	\$ 1,000,000.00	\$ 2,000,000.00	\$ 855,119.57	\$ 31,200.00	\$ 37,057.04		\$ *843,271.96	\$ 3,080,104.65
Atlanta & St. Andrews Bay	1,521,847.81						2,500.00	37,071.12		37,694.49	1,599,113.42	300,000.00	850,000.00	111,720.39	72,990.00	245,658.70		18,744.33	1,599,113.42
Atlantic Coast Line	184,890,430.81	54,191.89		96,938.95	1,071,515.69	63,480,835.69	4,292,569.39	27,644,569.18	302,353.87	1,112,499.93	282,945,905.50	73,576,162.50	143,193,745.00	8,413,416.35	131,229.09	15,584,959.73	444,707.56	41,591,685.27	282,945,905.50
Bir'h'm, Columbus & St. Andr's	31,018.61							961.39			31,980.09			5,263.06		3,890.31		5,955.31	31,980.00
Charlotte Harbor & Northern	3,265,607.96				25,460.92	101,000.00		741,732.18	69,966.69	18,663.05	4,222,430.80	4,000,000.00				126,543.64		55,335.89	4,222,430.80
East & West Coast	786,100.68							13,051.91	200.00	2,329.08	801,681.67	250,000.00				11,210.20	200.00	*32,879.65	801,681.67
Fellsmere Railroad																			
Florida, Alabama & Gulf	156,616.13							17,537.6		77.37	174,251.15	150,000.00		335,935.40		2,203.65	21,629.63	*648,887.90	174,251.15
Florida East Coast	50,836,276.50			1,661.94	44,619.70	405,443.14	659,745.12	3,768,371.87	144,780.53	153,163.25	56,014,062.05	12,500,000.00	37,540,000.00	1,900,370.05		1,170,806.88	36,677.94	2,866,207.18	56,014,062.05
Georgia, Florida & Alabama	2,590,981.09				5,194.57	5,000.00		211,018.88		76,081.32	2,910,629.02	572,000.00		2,113,000.00		122,986.44		*635,530.81	2,910,629.02
Georgia & Florida	15,598,880.20				54,233.07	280,078.08	1,236.27	267,085.70		956,356.44	17,157,869.86	8,695,000.00	8,418,403.28	2,837,714.96		347,698.49		*3,140,946.87	17,157,869.86
Georgia Southern & Florida	12,813,821.89				131,028.80	156,984.30	17,301.00	1,240,479.00	626.11	159,737.36	14,519,978.46	3,768,000.00	6,920,336.09	663,262.86		1,130,663.90	81,339.05	1,951,376.56	14,519,978.46
Gulf Florida & Alabama	9,108,491.15							172,122.52		9,883.82	9,290,497.49	4,410,000.00	5,046,000.00	328,081.71		70,261.15		*564,845.34	9,290,497.49
Jacksonville Terminal Co.	1,965,178.05				83,290.60			1,166,099.97		579,067.27	3,793,635.89	375,200.00	3,030,284.36	313,372.03		8,692.19		66,087.31	3,793,635.89
Live Oak, Perry & Gulf	1,317,015.93				15,536.30			134,074.36	25.00	5,607.66	1,472,259.25	600,000.00				50,509.15		*25,012.73	1,472,259.25
Louisville & Nashville	286,835,210.19	1,778,944.57	86,913.49		4,082,716.86	25,998,314.83	9,242,497.58	36,994,945.80	7,037,672.12	1,186,725.30	**373,243,940.74	72,023,111.78	175,963,814.37	12,899,179.91		40,907,077.33	3,315,355.43	68,092,572.67	373,243,940.74
Madison Southern	66,141.42							7,429.30		161.29	73,732.01	50,000.00		870.57		1,160.68		*21,700.76	73,732.01
Marianna & Blountstown	179,196.77							4,215.41		122,983.36	306,395.54	120,000.00		200,000.00		10,542.02		*69,664.37	306,395.54
Ocklawaha Valley	252,762.18				298,050.00			17,030.06		133.50	270,224.24	250,000.00				14,965.05		*38,369.99	270,224.24
Ocala Southwestern	47,501.00							2,728.48			50,229.48	25,000.00				29,761.88		*7,234.75	50,229.48
Pelham & Havana	145,418.60							1,691.25			147,109.85	100,000.00		7,826.31		952.99		*37,059.87	147,109.85
Port St. Joe & Dock Ter. Co.	223,107.96				1,041,961.39		2,500.00	4,436.07		202.21	1,272,207.63	100,000.00	1,052,796.79			153,004.37		*24,076.83	1,272,207.63
Pensacola, Mobile & N. O.	237,050.50							7,379.66			244,430.16	10,000.00				15,793.27		*218,636.89	244,430.16
Seaboard Air Line	188,577,246.71	15,409.86	1,034.90	27,879.38	579,969.96	3,952,665.97	831,787.39	8,860,047.52	416,783.77	8,583,802.21	211,348,627.67	60,970,800.00	131,483,920.76	7,683,480.03	22,931.56	4,625,475.75	236,969.29	6,343,050.28	211,348,627.67
South Florida & Gulf	235,028.16							624.75		888.02	236,540.93	50,000.00				1,773.00	210,148.12	*25,380.24	236,540.93
South Georgia	468,004.65				9,645.87		13,500.00	67,914.08	38.50	10,729.03	569,832.13	58,000.00		199,000.00		36,217.78		191,639.35	569,832.13
St. Johns River Terminal Co.	1,329,086.57							118,741.64	66.26		1,447,894.57	100,000.00	1,274,741.28			96,413.47		*42,370.50	1,447,894.57
Standard & Hernando	451,885.03							14,067.49	20.80	17,934.89	483,908.21	300,000.00		8,000.00		107,572.09		*50,043.98	483,908.21
Tampa & Gulf Coast	1,080,083.84							51,840.45	1,000.00										
Tampa & Jacksonville	1,157,662.77							13,767.82		179.28	1,171,102.87	604,900.00		546,717.71		113,721.24		*111,211.04	1,171,102.87
Tampa Northern	1,976,657.85				8,301.78	14,000.00		85,451.80	20,024.53	66,018.55	2,170,454.51	750,000.00	1,529,304.19	295,006.78		51,394.55	6,059.66	*461,310.67	2,170,454.51
Tavares & Gulf	600,293.39							3,921.63			604,215.02	250,000.00				597,414.99		*554,674.60	604,215.02
Tampa Union Station	256,710.97							21,614.62		11,946.99	290,272.58	30,000.00		240,000.00		6,293.73		11,178.85	290,272.58
Grand Total	\$771,871,033.99	\$1,848,546.32	\$87,948.39	\$126,480.27	\$7,469,031.70	\$94,394,516.58	\$15,118,636.75	\$81,811,470.76	\$8,070,560.35	\$13,117,968.03	\$991,945,517.35	\$245,968,174.28	\$523,622,222.99	\$38,740,797.59	\$258,816.69	\$64,776,450.28	\$4,360,803.20	\$121,471,250.52	\$991,945,517.35
Interstate	702,943,999.83	1,848,546.32	87,948.39	126,480.27	5,950,298.51	93,874,073.44	14,406,391.63	75,521,582.46	7,758,629.27	12,135,587.27	914,152,185.45	224,613,074.28	474,531,045.81	34,070,462.80	227,616.66	63,123,210.82	4,100,000.96	118,444,785.22	914,152,185.45
Intrastate	68,907,034.16				1,518,733.19	1,520,443.14	71,744.12	6,290,778.30	21,941.08	982,380.76	77,793,331.90	21,355,100.00	49,091,177.18	4,670,334.50	31,200.00	1,653,239.46	260,802.24	3,026,465.30	77,793,331.90

\*Debits.

\*\*Governmental grant included in capital stock.



†Tampa & Gulf Coast .....	1,624	2,539	90,675
••Tampa & Jacksonville .....	3,400	250	69,053
†Tampa Northern .....	1,036	724	75,977
••Tavares & Gulf .....	1,556	.....	20,679
Tampa Union Station (Not Given) .....	.....	.....	.....
Total .....	175,246	304,962	6,460,139
Interstate .....	138,271	259,710	3,971,995
Intrastate .....	36,975	45,252	2,488,144

†Actual.

•Estimated, Based on Millage.

••Estimated.

†For Six Months.

## STATISTICS OF EXPRESS COMPANIES.

Calendar Year 1917.

(Income Account Florida Only)

*Southern Express Co.*

	State of Florida	Intrastate	Interstate
Total transportation .....	\$1,994,253.53	\$856,487.74	\$1,137,765.79
Express privileges .....	1,054,860.40	453,039.19	601,821.21
<hr/>			
Total revenue from transportation ...	\$ 939,393.13	\$403,448.55	\$ 535,944.58
Revenue other than transportation .....	41,807.29	18,048.83	23,758.46
<hr/>			
Total operating revenue .....	\$ 981,200.42	\$421,497.38	\$ 559,703.04

## OPERATING EXPENSES.

(State of Florida)

Maintenance .....	\$ 29,527.71
Traffic .....	10,302.40
Transportation .....	617,623.28
General .....	67,947.95
<hr/>	
Total operating expenses.....	\$725,401.34

*Recapitulation.*

Total operating revenue.....	\$981,200.42
Total operating expense.....	725,401.34
<hr/>	
Net revenue for Florida.....	\$255,799.08



# INVESTMENT IN REAL PROPERTY AND EQUIPMENT.

(Florida Only)

Lands .....	\$ 14,786.98
Building and appurtenances on land owned...	30,879.28
Buildings and appurtenances on land not owned .....	113,640.20
Improvements to buildings not owned.....	1,565.73
<hr/>	
Total buildings .....	\$146,085.21
Total equipment .....	156,240.75
<hr/>	
Total real property and equipment.....	\$317,112.94
Total depreciation .....	\$133,985.28

## Recapitulation.

Total real property and equipment.....	\$317,112.94
Total depreciations .....	133,985.28
<hr/>	
Value at close of year 1917.....	\$183,127.66

# STATISTICS OF EXPRESS COMPANIES.

Calendar Year 1917.

Statistics and Financial Paper Issued (State of Florida)

## *Southern Express Company.*

Item	Number	Amount
Money orders .....	225,367	\$1,177,075.49
C. O. D. checks.....	140,171	1,856,681.82
Limited and unlimited checks...	None	None
Travelers checks .....	788	14,887.80
Telegraph and cable transfers...	None	None
Letters of credit.....	None	None
<hr/>		
Total .....	366,326	\$3,038,645.11

*Mileage Operated in the State of Florida.*

	Miles
Steam roads .....	4,159.30
Coastwise steamboats .....	260
Inland steamboat lines.....	50

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Total miles operated..... 4,469.30

*Number of Express Offices in Florida at Close of Year.*

Joint with railroads.....	354
All others .....	91

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Total ..... 445

Money orders were on sale at close of year at 435 offices.

STATISTICS OF THE PULLMAN COMPANY.  
(State of Florida)

Gross Revenue .....	\$444,769.49
Expenses (Estimated) .....	
Maintenance .....	158,740.05
Conducting Car Operations.....	144,469.61
General Expenses .....	41,752.95
Taxes (Actual) .....	38,622.47
<hr/>	
Total .....	\$383,585.08

*Recapitulation.*

Gross Revenue .....	\$444,769.49
Total Expenses .....	383,585.08
<hr/>	
Net Revenue .....	\$ 61,184.41

STATISTICS OF TELEGRAPH COMPANIES.  
(State of Florida Only)

*Telegraph Operating Revenues.*

	Postal Tel. Co.	Western Union
Total Revenues from Transmis- sion Telegraph .....	\$116,634.12	\$949,712.62
Total Non-transmission Revenues	1,350.64	28,717.98
<hr/>		
Grand Total .....	\$117,984.76	\$978,430.60

*Operating Expenses.*

Total Maintenance Expenses....	\$ 17,702.38	\$194,753.89
Expenses of Conduction Opera- tions .....	71,987.62	505,960.58

General Expenses .....	1,626.93	24,930.78
	<hr/>	<hr/>
Grand Total .....	\$ 91,316.93	\$725,645.25
	<hr/>	<hr/>
Net Revenue from Operation..	\$ 26,667.83	\$252,785.35

RAILROAD STATISTICS, CALENDAR YEAR 1917—Continued.  
STEAMSHIP LINES.

NAME OF COMPANY.	Investment	WATER LINE OPERATING INCOME.				
		Revenue	Expenses	Net Revenue	Net Income	Balance to Profit and Loss
Callahan Line .....	\$ 26,490.54	\$ 41,397.73	\$ 48,336.77	\$ *6,939.04	\$ *7,112.38	\$ *7,112.38
Beach & Miller Line .....	59,922.95	24,133.34	38,883.82	*14,750.48	*14,750.48	*14,750.48
Clyde Steamship Co. ....	11,257,012.61	11,760,151.38	8,680,105.47	3,080,045.91	1,320,068.41	1,320,068.41
Jaksonville & Mayport Steamboat Co. ....	12,000.00	20,059.19	17,635.82	2,423.37	2,423.37	2,423.37
Kinzie Bros.' Steamer Line .....	94,450.37	25,156.34	24,856.37	299.97	299.97	299.97
Menge Bros.' S. S. Line .....	30,600.00	22,576.77	22,814.66	*237.89	*237.89	*237.89
The Merchants' & Planters' Steamboat Co....	30,700.00	33,590.28	48,593.39	*15,003.11	*17,995.53	*17,995.53
Miami Steamship Co. ....	252,976.66	231,661.27	194,374.21	37,287.06	81,064.23	81,064.23
Pensacola, St. Andrews & Gulf S. S. Co....	24,589.40	74,481.32	69,374.27	5,107.05	787.34	*2,962.66
St. Petersburg Transportation Co. ....	224,127.52	144,405.29	158,308.84	*13,903.55	*14,714.25	*14,714.25
Towles Steamship Co. (Out of Business) ..	.....	34,739.70	37,920.16	.....	.....	.....
Grand Total .....	\$12,012,870.05	\$12,412,352.61	\$ 9,341,203.78	\$ 3,071,148.83	\$ 1,349,832.79	\$1,346,082.79

\*Deficit.

†Approximated, estimated.)



RAILROAD STATISTICS, CALENDAR YEAR 1917—Continued.  
WRECK AND ACCIDENT REPORT.

NAME OF ROAD.	Freight Train	Passenger Trains	Damage to Equipment and Track	Employees Killed or Wounded		Other Killed or Wounded	
				Killed	Wounded	Killed	Wounded
Atlantic Coast Line Railroad.....	10	7	\$28,575.00	3	5	1	19
Seaboard Air Line Railway.....	4	2	15,409.49	3	12	1	3
Florida East Coast Railway .....	26	3	33,846.75	4	3	..	..
Georgia Southern & Florida Railroad..	1	..	.....	..	..	..	3
Louisville & Nashville Railroad.....	..	2	.....	..	..	..	14
Georgia, Florida & Alabama .....	1	1	.....	..	1	..	..
**Tavares & Gulf Railroad .....	8	..	.....	..	..	..	..
St. Johns River Terminal Co. ....	1	..	.....	1	..	..	..
Total .....	51	15	\$77,831.24	11	21	1	39

\*\*Failed to Report Until November, 1918.

RAILROAD STATISTICS, CALENDAR YEAR 1917—Continued.  
STEAMSHIP LINES

NAME OF COMPANY.	Products of Agriculture	Revenue Freight Carried During Year (In Tons of 2,000 lbs.)						
		Products of Animals	Products of Mines	Products of Forests	Products of Manufacture	L. C. L. Not Distributed	Miscellaneous	Total Revenue
Callahan Line .....	4,825	2,176	....	15,050	13,280	....	....	35,331
Beach & Miller Line .....	6,176	197	32	9	403	....	1,004	7,821
Clyde Steamship Co. (Not Given) .....	....	....	....	....	....	....	....	....
Jacksonville & Mayport Steamboat Co. ....	1,486	524	....	15	733	....	150	2,908
Kinzie Bros.' Steamer Line .....	....	....	....	....	....	....	....	5,039
Menge Bros.' S. S. Line .....	3,592	....	....	1,180	1,403	....	1,010	7,185
The Merchants' & Planters' Steamboat Co. ....	6,931	262	512	400	2,871	2,330	725	14,031
Miami Steamship Co. ....	13,672	262	915	355	11,390	....	7,039	33,633
Pensacola, St. Andrews & Gulf S. S. Co. ....	4,906	47	....	....	24,622	....	....	29,575
St. Petersburg Transportation Co. ....	3,172	....	9,295	....	276	11,785	696	25,224
Towles Steamship Co. (Out of Business) .....	5,000	6,225	....	....	....	....	679	†11,904
Grand Total .....	49,760	9,693	10,734	17,009	54,978	14,115	11,303	172,651

†Approximated, estimated.

# TELEPHONE STATISTICS.

NAME OF COMPANY.	Location of Exchange	Number of Business Phones	Number of Residence Phones	Gross Earnings	Operating Expense, Including Depreciat'n Charges	Net Income from Operations
CLASS "A."						
Southern Bell Telephone and Telegraph Co. .... Savannah, Ga.	Camp Jos. E. Johnston ....	79	..			
	Chipley .....	64	103	5,058.91	6,555.57	—1,496.66
	Daytona .....	331	223	3,624.27	3,752.64	—128.37
	DeLand .....	157	248	11,597.65	12,909.01	—1,311.36
	Fernandina ...	104	93	8,864.91	7,426.97	1,437.94
Note: No Financial Report was made for Camp Joseph E. Johnston in 1917.	Gainesville ....	194	522	25,589.26	23,635.27	1,953.99
	Geneva .....	5	25	718.15	1,469.41	—751.26
Daytona was reported for 6 montas only by the Southern Bell Telephone and Telegraph Co. in 1917.	Graceville .....	23	34	1,901.17	1,939.12	—37.95
	G. Cove Sprgs..	52	114	6,027.81	5,085.88	941.43
	Havana .....	15	28	1,792.95	3,165.65	—1,372.70
	Jacksonville ...	5,542	6,510	470,634.37	414,987.60	55,646.77
	Key West .....	320	522	18,524.05	23,784.55	—5,260.50
	Lake City .....	106	191	10,485.88	8,858.61	1,627.27
	Lynn Haven...	10	35	1,220.01	2,011.59	—791.58
	Micanopy .....	18	90	2,840.64	3,470.54	—629.90
	Orlando .....	546	633	39,103.93	33,113.74	5,990.19
	Oveido .....	12	24	1,070.80	1,923.25	—852.45
	Pablo Beach...	15	9	1,868.14	2,242.00	—373.86
	Panama City...	70	64	4,704.85	4,907.41	—202.56
	Palatka .....	195	313	20,144.71	16,032.09	4,112.62

# TELEPHONE STATISTICS.

NAME OF COMPANY.	Location of Exchange	Number of Business Phones	Number of Residence Phones	Gross Earnings	Operating Expense Including Depreciat'n Charges	Net Income from Operations
Peninsular Telephone Co. .... Tampa, Fla.	Pensacola .....	1,170	1,298	91,640.09	70,165.66	21,473.85
	St. Andrews...	18	35	2,099.17	2,248.85	—149.68
	St. Augustine..	284	460	26,570.79	21,960.92	4,609.87
	Sanford .....	185	350	17,773.74	15,834.13	1,939.61
				773,856.25	687,543.46	86,312.79
	Bartow ...	134	283			
	Bradentown } ..					
	Palmetto } ..	377	829	367,122.90	301,450.87	65,672.03
	Clearwater } ..					
	Largo } ..	178	307			
	Lakeland .....	379	614			
	Mulberry .....	53	69			
	Plant City ....	135	344			
	Tampa } ..					
	West Tampa } ..	2,793	3,647			
	Port Tampa } ..					
	Tarpon Springs	109	129			
	Winter Haven }					
	Auburndale }	83	175			
	Sarasota .....	110	211			

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Note: Figures are given for entire system and not by exchanges.

†No Financial Report made.

\*Report covers six months of 1917.

CLASS "B."						
Home Telephone Co. ....	Jacksonville ..	933	547	67,679.97	86,709.56	-19,029.59
Jacksonville, Fla.						
*South Atlantic Telephone & Tele-	Miami .....	1,157	1,050	6,590.28	5,270.19	1,320.09
graph Co. ....						
Miami, Fla.						
†Miami Telephone Co. ....	Miami .....	1,157	960	62,171.97	46,048.76	16,123.21
CLASS "C."						
Brevard County Telephone Co. ....	Cocoa .....	61	134	4,805.71	4,713.06	92.65
Indianola, Fla.						
	Ft. Pierce .....	119	134	5,564.20	5,567.29	-3.09
	Jensen .....	12	43	1,369.21	1,331.98	37.23
	Melbourne ....	44	48	2,371.32	2,450.03	-78.71
	New Smyrna....	62	81	3,842.66	3,024.69	817.97
	Titusville ....	41	45	2,360.21	2,614.23	-254.02
East Florida Telephone Co. ....	Brookville, no report for last half of					
Gainesville, Fla.	year.	50	92			
Note: All exchanges are consoli-						
dated in the Financial Report of						
Gainesville.	Dunnellon ....	23	41			
	Gainesville, operates through Sou.					
	Bell. T. & T. o.			20,198.75	16,945.08	3,728.53
	Webster, switching station only.					
Florida Telephone Co. ....	Branford .....	7	43	1,338.21	1,257.05	81.16
	Jasper .....	27	65	2,435.24	2,450.22	-14.98
	Welborne ....	5	64	1,809.85	1,690.20	119.65
	Jennings .....	5	8	338.69	479.55	-140.86
	White Sprgs....	17	57	1,582.98	2,174.05	-591.07
	Live Oak .....	106	250	11,697.17	12,024.97	-327.80
	Mayo .....	19	46	1,467.15	1,680.81	-213.66
	O'Brien .....	5	12			

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\*One month only.

†For 11 months.



# TELEPHONE STATISTICS.

NAME OF COMPANY.	Location of Exchange	Number of Business Phones	Number of Residence Phones	Gross Earnings	Operating Expenses Including Depreciat'n Charges	Net Income from Operations
Kissimmee Telephone Co. ....	Kissimmee ....	107	270	10,803.89	7,672.50	3,131.39
Lake County Telephone Co. ....	Eustis ....	58	95	3,065.38	2,812.41	252.97
	Mt. Dora ....	17	18	824.02	986.18	—162.12
	Tavares ....	24	29	1,050.65	1,042.68	7.97
	Groveland ....	5	9	234.70	673.75	—439.05
Ocala Telephone Co. ....	Ocala ....	321	355	20,351.38	17,333.92	3,017.46
Quincy Telephone Co. ....	Quincy ....	118	302	11,053.72	8,707.62	2,346.10
Scott Telephone Co. ....	Arcadia ....	151	303	13,224.05	9,225.35	3,998.70
	Avon Park ....	19	36	1,621.74	1,651.78	—30.04
	Bowling Green.	14	26	1,407.22	1,475.97	—68.75
	Wauchula ....	65	29	6,221.51	6,022.38	199.13
Southern Telephone and Construc- tion Co. ....	Tallahassee ...	225	417	23,030.16	16,989.91	6,040.25
West Coast Telephone Co. ....	.....	515	1,023	39,551.68	27,348.06	12,203.55
West Palm Beach Telephone Co. ....	W. Palm Beach	291	275	22,553.16	26,031.13	—3,477.97
	Delray ....	20	16	1,511.66	1,999.40	—487.74
	Stewart ....	37	14	1,925.95	1,901.38	24.57
"CLASS "D."						
Alachua Telephone Co. ....	Alachua ....	23	68	2,741.33	2,709.00	32.33
Apalachicola Telephone Co. ....	Apalachicola ..	50	43	2,666.00	1,416.40	1,249.60
Apopka Telephone Co. ....	Apopka ....	25	60	1,940.00	1,918.24	21.76
Baker County Telephone Co. ....	Macclenny ....	..	33	480.00	392.50	87.50
Barfield Telephone Co. ....	Altha ....	..	..	1,600.00	434.50	1,165.50

Beach Telephone Co. ....	Miami .....	16	45	3,684.95	3,020.95	644.00
Bonifay Telephone Co. ....	Bonifay .....	32	118	3,745.31	2,944.52	800.79
Bradford County Telephone Co. ....	Brooker .....	11	52	885.00	641.00	244.00
Bunnell Telephone Co. ....	Bunnell .....	20	44	1,335.58	1,298.38	37.20
Bristol Telephone Co. ....	Bristol .....	20	4	484.00	663.00	—179.00
Callahan Telephone Co. ....	Callahan .....	12	44	1,170.00	1,132.10	37.90
Carrabelle Telephone Co. ....	Carrabelle .....	23	27	810.72	477.50	333.22
Clermont Telephone Co. ....	Clermont .....	25	26	1,378.55	1,268.87	109.68
Cottondale Telephone Co. ....	Cottondale .....	20	53	1,867.72	1,643.63	224.09
Cocoanut Grove Public Utilities Co. ....	Cocoanut Grove .....	32	72	1,819.09	1,877.95	—58.86
Crescent City Telephone Co. ....	Crescent City .....	12	37	1,200.00	720.00	480.00
Dania Telephone Co. ....	Dania .....	12	23	1,003.69	896.00	107.69
Dade County Telephone Co. ....	Homestead .....	71	126	4,417.41	3,975.00	442.41
Daytona Telephone Co. ....	Daytona .....	..	..	.....	.....	.....
DeFuniak Springs Telephone Co. ....	DeFuniak Sprgs .....	63	161	5,067.41	5,035.33	32.08
DeFuniak Springs Telephone Co. ....	Laurel Hill .....	4	19	175.00	230.00	—55.00
DeSoto County Telephone Co. ....	Punta Gorda .....	40	91	2,382.36	2,260.69	121.67
Enterprise Telephone Co. ....	Enterprise .....	2	2	238.49	178.89	59.60
Everglades Telephone Co. ....	Davie .....	3	21	692.06	1,186.18	—494.12
Ft. Lauderdale Telephone Co. ....	Ft. Lauderdale .....	66	87	3,836.20	2,212.20	1,624.00
Ft. Meade Telephone Co. ....	Ft. Meade .....	60	144	4,691.00	3,952.09	739.00
Gulf Telephone Co. ....	Greenville .....	24	24	1,702.74	1,479.37	223.37
Gulf Telephone Co. ....	Perry .....	106	146	7,537.51	9,324.54	—1,787.03
Gulf Telephone & Telegraph Co. ....	Milton .....	104	72	8,028.74	6,992.40	1,036.34
Hastings Telephone Co. ....	Hastings .....	36	111	4,187.84	3,722.61	465.23
Highland Telephone Co. ....	Dundee .....	7	17	6,652.79	6,972.10	—319.31
	Frostproof .....	11	41			
	Haines City .....	21	29			
	Lake Wales .....	31	32			
High Springs Telephone Co. ....	High Springs .....	24	56	2,300.00	1,930.00	370.00

# TELEPHONE STATISTICS.

NAME OF COMPANY.	Location of Exchange	Number of Business Phones	Number of Residence Phones	Gross Earnings	Operating Expense, Including Depreciat'n Charges	Net Income from Operations
Interlachen Telephone Co. ....	Interlachen ...	13	31	1,289.44	593.79	695.65
Lake Butler Telephone Co. ....	Lake Butler...	42	107	3,768.07	3,256.12	511.95
Lake Helen Telephone Co. ....	Lake Helen ...	6	10	317.00	317.00	.....
Lecanto Telephone Co. ....	Lecanto .....	27	22	978.00	978.00	.....
Lawtey Telephone Co. ....	Lawtey .....	13	68	1,751.90	1,296.11	455.79
Leesburg Telephone Co. ....	Leesburg .....	91	200	7,193.75	6,017.20	1,176.55
Lee County Telephone Co. ....	Ft. Myers .....	158	200	9,988.21	9,311.55	676.66
Lake Worth Telephone Co. ....	Lake Worth...	24	36	918.43	751.35	†167.08
Madison Telephone Co. ....	Madison .....	67	111	4,350.00	4,050.00	300.00
Magill Telephone Co. ....	Labelle .....	10	17	1,730.00	1,290.00	440.00
Marianna Telephone Co. ....	Marianna .....	100	158	5,729.62	5,724.30	5.32
Malone Telephone Co. ....	Malone .....	8	28	722.19	636.00	86.19
Malino Telephone Co. ....	Malino .....	17	26	1,074.38	938.82	135.56
Monticello Telephone Co. ....	Monticello ...	44	117	4,780.00	4,500.00	280.00
Montverde Telephone Co. ....	Montverde ...	..	5	174.00	220.00	—46.00
McIntosh Telephone Co. ....	McIntosh .....	11	117	2,267.42	2,271.80	—4.38
Murtice Telephone Co. ....	Crestview .....	18	28	495.70	173.00	322.70
Noma Telephone Co. ....	Noma .....	11	52	.....	.....	.....
Okeechobee Telephone Co. ....	*Okeechobee ..	..	..	.....	.....	.....
Orange City Telephone Co. ....	Orange City...	5	22	574.75	830.05	—255.30
Osceola Telephone Co. ....	!Kissimmee ...	..	..	.....	.....	.....
Pasco Telephone Co. ....	Dade City....	68	187	5,568.82	4,996.60	592.22

Ponce de Leon Telephone Co. ....	Ponce de Leon.	17	52	2,060.00	1,630.00	430.00
Ruskin Telephone Co. ....	Ruskin .....	5	18	537.95	513.16	24.79
Riverside Telephone Co. ....	Blountstown ..	20	31	2,007.50	2,256.63	-340.06
Sebring Telephone Co. ....	Sebring .....	..	..	152.95	136.67	16.28
Sorrento Telephone Co. ....	Sorrento .....	1	3	125.13	219.46	-94.33
Starke Telephone Co. ....	Starke .....	49	116	3,809.44	2,354.45	1,454.99
Umatilla Telephone Co. ....	.....	19	119	2,010.00	1,870.70	140.00
Williston Telephone Co. ....	.....	14	52	1,177.15	1,236.43	-59.28
Winter Park Telephone Co. ....	.....	36	138	4,080.49	2,087.91	1,992.58
Wiersdale Telephone Co. ....	.....	..	13	359.70	235.57	124.13

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